

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

SATURDAY, APRIL 14, 1860.

Second Quarto Series, Vol. XVI., No. 15.—Whole No. 1,252, Vol. XXXIII.

ESTABLISHED IN 1831.

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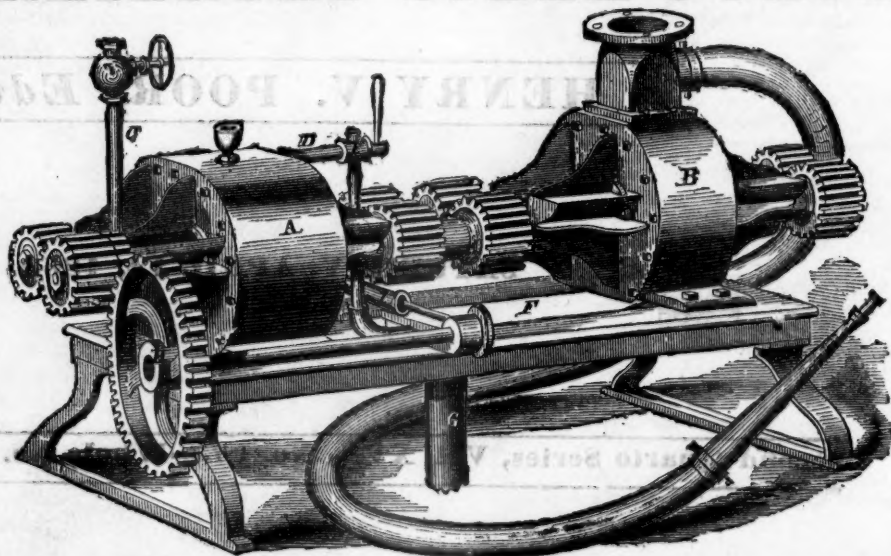
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SECOND QUARTO SERIES, VOL. XVI., No. 15.]

SATURDAY, APRIL 14, 1860.

[WHOLE No. 1,252, VOL. XXXIII.]

Mr. FREDERIC ALGAR, No. 11 Clements Lane, Lombard Street, London, is the authorized European Agent for the Journal.

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American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, April 14, 1860.

(For the American Railroad Journal.)

Victoria Bridge.

(Continued from p. 303.)

Mr. Stephenson's estimate of the cost of these tubes is £57 sterling per linear foot, or \$285. The weight of a single span between the bearings is given as follows:

| | |
|----------------------|-----------|
| Top of Tube | 76 Tons. |
| Bottom of Tube | 92 " |
| Sides | 168 Tons. |
| Total | 84 " |
| Total | 242 Tons. |

And it is said that the bearings bring the total weight of each span up to 275 tons.

There is a discrepancy, it will be noticed, in these figures, but I have taken them as given in the reports of Messrs. Stephenson and Ross. In comparing the relative merits of the tubular plan with other iron beams, viz: the Trellis girder, and the Warren triangle girder, their apparent difference may be explained in a few words. The tube is a rectangular box of the required height and width, constructed of boiler plate iron, the sheets connected together by laps or splicing plates, covering the joints, and strongly riveted to the main plates. The whole is stiffened by angle irons, T irons and web braces.

The Trellis girder is similar in the general arrangement of its parts to the wooden truss bridges

in use in the United States, having a top and bottom chord, connected by a system of braces and ties.

The triangle girder has the same arrangement of chords, and these are connected by braces and ties; but instead of the braces crossing each other, forming what is sometimes called a *lattice*, they are so arranged as to form a succession of single triangles, extending from one chord to the other, a brace forming one side of a triangle and a tie forming the other.

Mr. Stephenson, in his report, says: "Now, in calculating the strength of these different classes of girders, one ruling principle appertains, and is common to all of them. Primarily and essentially, the ultimate strength is considered to exist in the top and bottom. The former being exposed to a compression force by the action of the load, and the latter to a force of tension. Therefore, whatever be the class of girders, they must all be alike in amount of effective material in these members, if their spans and depths are the same, and they have to sustain the same load. On this point, I believe there is no difference of opinion among those who have had to deal with the subject. Hence, then, the question of comparative merit among the different classes of construction of beams and girders, is really narrowed down to the method of connecting the top and bottom."

Now if this proposition be correct, the whole question dwindles down merely to the saving to be made in the sides; or to the possibility of reducing the weight of a fractional part only of the bridge. The primary proposition, that in all beams of every description the same principle prevails; and that the strength depends upon the top and bottom, the first being subjected to a force of compression in the direction of its length, and the other to a force of extension, is an admitted one; and it is self-evident that, if of same depth and same length, and subjected to the same load, they must be alike in the amount of material in the top and bottom; but with the important proviso that the material must be alike, and equally well disposed, to perform the duty for which it is intended.

"Primarily and essentially" there are three conditions to be fulfilled in a proper girder. 1st. A material should be used which has the greatest

strength for a given weight. 2d. The material should be of such description as will permit the necessary connections of the different parts of the required girder to be made with the least amount of *superfluous* weight. 3d. Such a plan of structure should be adopted as will permit the use of materials of the *best possible forms* to resist the strains to which they are subjected. And all these conditions are to be complied with at a "judicious expenditure."

If, by a comparison of the Victoria tubes with other descriptions of girders of equal span and *less cost*, it can be shown that these conditions are not fulfilled, then the expenditure is not "judicious."

The principles involved do not differ between the tubes and other beams, either of wood or iron. *But here the similarity ceases.* In the tube the material calculated to resist the strains of compression and extension is spread out in thin plates, covering the whole top and bottom of the bridge—the two being connected with the sides at their edges; while in the trellis and triangle girders, like the wooden trusses of America, the material is collected at the angles, directly where the connection is made with the sides. Here is a very marked difference in the *disposition* of material in top and bottom. The weakening of the material, dependent upon the different modes in which the parts are necessarily connected, and the additional weight required for these connections, differs materially also in these classes of beams.

Another point of difference is the relative strength of boiler plate and bar iron. All these distinct features are matters of consideration when comparing their respective merits. Hence, I am not presumptuous in saying that when Mr. Stephenson asserts "they must all be alike in amount of effective material in these members if their spans and depth are the same, and they have the same load to sustain," he adopts a conclusion that cannot be admitted for a moment; and if it were not that the whole of his argument in support of the superiority of the tube was based upon this statement, I should believe that the omission of the proviso I have mentioned, was either a clerical or a typographical error.

The ultimate tensile strength of bar iron of good quality given in Mr. Liddell's tables, which he states are results of trials at various times on bars

varying from one square inch to nine square inches section, is:

| | Tons per sq. inch. |
|----------------------------|--------------------|
| Welsh iron | 24 to 28 |
| Staffordshire | 24 to 28 |
| Scotch (Govan) | 24 to 29 |
| Yorkshire Lowmoor | 26 to 32 |
| Scrap (Howard & Co.) | 26 to 32 |

The average of all these is about 27.3 tons per square inch. The value assumed usually for bar iron of good quality is 30 tons.

The average strength of boiler plate, deduced from experiments made on specimens of only half an inch sectional area, so that the strains were *distributed perfectly* over the whole metal, was as follows:

| | Tons per sq. inch. |
|---------------------|--------------------|
| Shropshire | 22½ |
| Staffordshire | 20¼ |
| Derbyshire | 20¾ |
| Yorkshire | 25½ |

The average of these is 22.1 tons per square inch. At these relative strengths, then, the quantity of material necessary to obtain the same amount of tensile strength would be—

| | |
|-----------------------|-------------|
| Of bar iron | 1 |
| Of boiler plate | nearly 1.25 |

—yet, with the exception of the best scrap iron, boiler plate is more expensive always than bar iron.

Now the bottom chords of a beam, when made of bar iron, can no more be made in one piece, than can the bottom of a tubular bridge; but the chord made of bars can be connected by an addition to the weight of 10 per cent., while a continuous bottom of boiler plate will require at least 30 per cent.; for in the riveting of the latter, it is quite evident that the plates are weakened to the extent of the rivet holes. If these are three times their diameter apart, center to center, it is evident that (as the sheets break joints) at least 16⅔ per cent. of the section would be cut off by them. Therefore, for every square inch of effective material in the plates, there would be one-fifth of a square inch of non-effective material—20 per cent. more than the strain requires, being therefore a necessity of construction merely. But let us call it 15 per cent. An equal amount may be added for the splicing pieces, called covering plates, and the rivets. We have, then, to add to our figures, as follows:

| | |
|--|--------|
| Am't required of bar iron for given str'gth. 1. | |
| Add for connections | .1 |
| Total | 1.1 |
| Amount required of boiler iron for same strength | 1.25 |
| Add for rivet holes | .1875 |
| Add for covering plates and rivets | .1875 |
| | 1.6250 |

The proportion is as 1 to 1.47. The same tensile strength, therefore, that exists in the bottom plates of the Victoria bridge, which weigh 92 tons each span, can be obtained with 62 tons of good bar iron. The experiments made at the Britannia bridge give only 20 tons per square inch, as an average of the different kinds of boiler iron cited. Is it not a mistake, then, that all kinds of iron girders "must be alike in the amount of effective material in the bottom, if their spans and depths are the same, and they have to sustain the same load."

It is a well understood principle, that in a strut with a given sectional area, the resistance to a

force of compression in the direction of its length, depends largely upon the form in which the material is disposed, that is to say upon the shape of its section. It is quite evident that a broad thin plate would give to such a force sooner by "*buckling*," than if the same amount of material was condensed into three times the thickness and one-third the width. The form then in which the "effective material" is disposed in the top member of a bridge may be admitted to be a very important matter. I copy the following from Mr. Liddell's report:

"From Mr. Hodgkinson's experiments, made for Mr. Stephenson, it appears that the resistance of plates of the same length and breadth, but varying in thickness, is nearly as the *cube* of the thickness." Royal Com. Rep. App. (A. A.) pp. 119, 120.

From this, it will be seen that a plate six inches wide and one inch thick, will sustain *four times* as much pressure in the direction of its length without "*crippling*," as a plate 12 inches wide and a half inch thick, although the "amount of effective material" would be the same. Hence the importance of such an arrangement as will permit *thicker forms than boiler plate to be used*.

The same series of experiments upon small rectangular tubes showed "that when the *thickness* of the plates was the same, the strength of the smaller tube was greater than the larger." Thus in a rectangular tube, made of metal, one-sixteenth inch thick, *subjected to compression in the direction* of its length—the tube being 8 inches by 4 inches (10 feet long)—the strength per square inch of section was 6.79 tons, in a tube of same metal 8 inches square, it was only 5.9 tons, while in a tube 4 inches square it was 8.6 tons.

There is a vast distinction then to be made between resistance to *crushing* and resistance to *wrinkling* or *crippling*, for while a square inch of section, in a proper form, may resist 25 tons of compression before crushing, the same area as a part of a thin sheet might fail, by crippling or buckling, with a strain of 5 tons. Hence the form in which the effective material is disposed, has very great bearing on the duty it will perform. Under ordinary circumstances the properties of resistance to crushing and resistance to extension in wrought iron, as determined by numerous experiments, are found to be as one to two—that is to say, a *solid* beam of wrought iron should have twice as much material in the bottom as in the top. If this rule would apply to a hollow tube of thin plates, the bottom weighing 92 tons, as in the Victoria bridge, the top would have sufficient strength with 46 tons. The Victoria bridge has 76. Mr. Dempsey, in his work upon the Britannia bridge, says:

"These proportions (viz: 1 to 2) refer to *solid* girders, and, of course, are applicable *only* within certain limits. * * That these rules *will not equally apply to hollow or tubular girders* might be readily anticipated, and has been *proved* by the experiments undertaken by Mr. Fairbairn in determining the dimensions and proportions for the Britannia bridge."

"Practically, however, the results of these experiments are of the highest value as bearing upon the *limits of strength* of girders of wrought iron built up or *constructed of plates* in the manner proposed and adopted for tubular bridges. In solid girders the *ultimate* strength of the mate-

rial may be obtained, "but in those formed of wrought iron plates connected with rivets, ribs, etc., the *constructive strength* of the work *rather than the absolute strength* of the material is the point of practical importance in the design. In these cases the term "compression" is scarcely properly applied; the effect produced being really, as described by Mr. Fairbairn, "*a crippling or doubling up*." The power to resist compression thus becomes a power to resist *bending*, and this is comparatively *small* in thin sheets or plates even of wrought iron. In like manner the cohesive or tensile power is practically reduced to that of the rivets to withstand the strain upon them." I will not occupy space by giving all the experiments which demonstrated these facts, but will simply refer to a few which have a direct bearing upon this point. In experiments numbered 17 and 18 upon a tube 17 ft. 6 in. long and 9.6 inches square, the top one-half the thickness of the bottom, the tube failed first with a weight of 3,788 lbs. by its upper side *crippling*. It was then turned over with the thick side uppermost, when the breaking weight required was increased to 7,148 lbs. showing its strength to have been nearly doubled by simply turning it upside down. In experiment No. 24, the top was made about 30 per cent. heavier than the bottom, but with two longitudinal corrugations extending its whole length. This was loaded until it failed by tearing the sides from the top and bottom, but the corrugated top resisted the strain without *crippling*. "I have deemed it essential," Mr. Dempsey says, "to direct attention to these results as facts of immense value in the *proper and judicious application as well as distribution of the material* in the proposed structure."

From another series of experiments it was found that the thickness of the plates being .525, .272, and .124 inch; the resistance *per square inch* was 19.17, 14.47 and 7.74 tons respectively, disregarding the weight of the beams.

The value of the compressive strength of bodies of the same nature is usually constant, but these experiments show that it is *variable in tubes*, representing merely their power to resist *crippling* and this power does not depend entirely upon *amount of section but form*. "The determination of this value," Mr. Dempsey remarks, "which can only be obtained from experiments, forms the *chief obstacle for obtaining a formula for the strength of tubes of every form*, and Mr. Stephenson in relation to these experiments also said: "These results show that *in such tubes* the power of wrought iron to resist compression, is much *less* than its power to resist tension." It is unnecessary for me to refer further to these experiments to prove, that although primarily and essentially, as Mr. Stephenson says, the strength of every iron bridge lies in the top and bottom and in their resistance to the forces of compression and extension—yet when he says, "they must *consequently* be alike in the amount of effective material in these members if they are of the same length and depth and designed to sustain the same load," he publishes what every engineer who examines the subject a moment, will consider a most vague and uncertain declaration of the principles governing the dimensions of the parts of these different beams.

The cellular top of the Britannia bridge was

devised to avoid the difficulty from the *crippling* of broad plates.

Experiments in a tube which was in its proportions designed to be a model of the Britannia bridge gave as final results, that a cellular top similar to that in the model will fail with 14.8 tons of compression, and the bottom with 18.6 tons tension.

That the value per square inch of the top of the Victoria bridge to resist compression must be below this, cannot be doubted, as it is *not* cellular; but in the absence of any knowledge of the strength of the tops of these particular tubes, which according to Mr. Dempsey "can only be obtained from experiments or tubes of every form," we will assume it be same as in the cellular top of the Britannia tube, viz, 14.8 tons per sq. inch. As in the Trellis and Warren girders, the material in the top is condensed into a small compass at each angle, it is evident that its full value to resist compression can be obtained, for it can be rolled of the *best possible form to perform its duty*. As before stated, the proportional values of wrought iron to resist the strains of extension and compression in a solid beam are about as 1 to 2. The value of the former we have taken in the lower chord at 27.3 tons per sq. inch. The value per square inch to resist compression in the upper chord would at this ratio be 54.6 tons. But to provide for the length of the portions of these chords between the points of support—we will consider their value the same as for extension only, viz, 27.3 tons.

Reduced to a unit the proportional amounts of material required for the same strength would then stand—

| | |
|--|------|
| Of bar iron | 1.00 |
| Add 10 per cent. for connections | 0.10 |
| | 1.10 |
| Of boiler plate | 1.84 |
| Add 15 per cent. for plates and rivet heads .. | 0.27 |
| | 2.11 |

The proportion is as 1 to 1.92.

Upon this proportion the same strength which is represented in the top of the Victoria tube by 76 tons of boiler plate and rivets might have been obtained by about 40 tons of iron bars.

| | |
|---|-----------|
| The aggregate of top and bottom would be of | |
| Boiler plate | 168 tons. |
| Bar Iron | 102 " |

Difference..... 66 "

Mr. Liddell says: "But if instead of a bottom web of boiler plate 16 feet wide, I can use two sets of bars concentrated within the compass of a square foot for the bottom, and if instead of a web, or cellular structure of thin boiler plate extending over 16 feet in width for the top I can use thick bars or beams of metal rolled, of the quality and shape required for giving the strongest form to resist compression, it is evident that the amount of "effective material" in the two forms of bridge for the same strength would require to be for the top 14.8 sq. inches in this form to 25 sq. inches in the tube, and for the bottom 18.6 sq. inches to 26 sq. inches in the tube. For these figures represent the inverse proportion of the ultimate breaking weights of the materials, arranged in the form in which they present them-

selves in a tubular bridge and a Warren bridge respectively."

Taking these proportions—as estimated by Mr. Liddell, we have amount of material for the bottom chord of the Warren or Trellis bridge... 1.00
10 per cent. added for connections..... .10

| | |
|--|------|
| | 1.10 |
| For the bottom of the tube | 1.40 |
| Add for covering plates and rivets 15 per cent. | .21 |
| Weakening by rivet holes, 15 per cent. | .21 |
| | 1.82 |

The proportions of material necessary to resist same tension are:

| | |
|---|------|
| Of bar iron | 1.00 |
| Of boiler plate | 1.65 |
| For amount of material in top chord of Warren or trellis bridge | 1.00 |
| 10 per cent. added for connections | 0.10 |
| | 1.10 |

| | |
|--------------------------------------|------|
| For the top of the tube | 1.70 |
| Add for connecting plates, etc. | 0.25 |
| | 1.95 |

The proportions of material then necessary to resist same compression are:

| | |
|-----------------------|------|
| Of bar iron | 1.00 |
| Of boiler plate | 1.77 |

That is to say, instead of using 92 tons of boiler plates in the bottom, the same strength can be obtained by 55.7 tons of bar iron, and instead of using 76 tons of boiler plate in the top, the same strength can be obtained by 38.9 tons of bar iron.

The aggregate of top and bottom being—

| | |
|-----------------------|-----------|
| Of boiler plate | 168 tons. |
| Of bars | 94.6 " |
| Difference | 73.4 " |

According to my calculations, the difference in weight of material would have been 66 tons, but I have taken a higher value for the tensile strength of boiler plate than allowed by Mr. Liddell, and also a slightly higher value for the compressive strength of bar iron in the top of the Warren and Trellis girders. It would appear, therefore, that the extra weight of material in the top and bottom of one of the Victoria tubes, consequent upon the *weakness* of the kind of material used, and the *form* in which it is *disposed* and *connected* is about 70 tons.

(To be continued.)

Fort Wayne and Southern Railroad.

The revival of this great enterprise, which has been for years in an unfinished condition, and been regarded as dead, is again being agitated. A letter from one of the officers of the company discusses the proposition to complete the road from Tripton to Jeffersonville, a distance of fifty-one miles. Some \$400,000 have already been expended on the work, too great a sum to lose altogether without an effort. The road passes through an excellent region for timber, stone and farmlands, as well as several flourishing towns, to the city of Jeffersonville, with the right of way to low water mark, on the Ohio River, and connects the two great central Western cities, Louisville and Cincinnati, by railroad.

It is estimated that if \$100,000 is pledged along the line, payable when the cars are running over the road, the work will be resumed and completed. This sum could be raised if the residents along the road two miles on each side, would contribute \$35 for each forty acres of land, in addition to what the towns along the line will subscribe. It is suggested that meetings be held at various points on the road, to ascertain what can be done toward raising the required amount.—*Cin. Enquirer*.

Seaboard and Roanoke Railroad.

The income of this company for the fiscal year ending January 31, 1860, was:

| | |
|--------------------------------------|--------------|
| From Passengers | \$92,772 25 |
| " Freight | 129,764 23 |
| " U. S. Mail | 8,000 00 |
| " Rent of Weldon Bridge | 5,500 00 |
| " Dividend, interest, wharfage, etc. | 4,409 63 |
| | \$240,446 10 |

The operating expenses were:

| | |
|--------------------------|-------------|
| Repairs of road | \$36,555 61 |
| " engines and cars | 17,377 61 |
| Train expenses | 24,834 86 |
| Depot | 28,720 83 |
| Salaries | 5,083 33 |
| Miscellaneous | 6,821 10 |
| | 119,393 34 |

Leaving as net revenue..... \$121,052 76

To which add—

| | |
|--------------------------------------|--------------|
| Balance from previous year | 12,023 33 |
| Sales of Raleigh and Gaston Railroad | |
| Stock | 21,012 50 |
| Bills payable and accounts | 20,216 64 |
| 1st mort. bonds extended and sold .. | 1,900 00 |
| | \$176,205 23 |

Of which there has been expended;

| | |
|---|-------------|
| Div. on guaranteed stock, interest, discount and exchange | \$46,571 44 |
| On contract for building steamer | 57,363 58 |
| Com. on extending bonds | 3,300 00 |
| Settlement of claim | 6,426 00 |
| Monument to Dr. Collins | 700 00 |
| Accident in 1856 | 10 00 |
| | 114,371 02 |

Leaving of available means..... \$61,834 21

The net revenue of the past has largely exceeded that of any former year; at the same time the road and property of the company has been kept in thorough repair. The profits of the year's business, after paying the interest on the entire debt of the company, equal 10 per cent. on its capital stock.

A statement of the funded indebtedness of the company is given in the annexed balance sheet. The whole issue of first mortgage bonds named therein, mature in August next. Of this sum, one-half, or \$150,000, have been extended for 20 years. It is thought that a still further amount will be extended. If not, the greater portion can be met by funds already provided for that purpose, and from earnings of the road during the intervening period. At most, but about \$50,000 will have to be raised to retire the remainder of the issue.

Steamers from New York, Boston and Providence, now stop at Norfolk, on their trips to and from Southern ports.

A steamboat line has also been established by this company between Portsmouth and Seaford, with a view to a connection with the Delaware Railroad, which has already been completed to the Maryland line. The Eastern Shore Railroad is completed from the State line to Salisbury, and is destined to run to Little Annemesic river, on Tangier Sound, distant but 84 miles from the terminus of this road, and will, in connection with it and the steamboat line, form a direct route along the seaboard between the North and South.

The boat which has been placed on this line was constructed expressly for the purpose by Messrs. Reaney, Neaffey & Co., of Philadelphia, under the supervision of the superintendent of the road. She is of iron, 201 feet long, 552 tons

burthen, and is well equipped for the transportation of freight and passengers. Her entire cost, including furniture, was about \$67,000.

With this route established, there will be running to and from Portsmouth a daily line of steamers to Baltimore; a tri-weekly line, by the way of Seaford, to Philadelphia; a weekly propeller line to Philadelphia; two lines, one tri-weekly, and the other semi-weekly, to New York; and a semi-weekly line to Boston and Providence, thus affording every facility for the direct and speedy transportation of freights, and which cannot fail to attract to this road and to the Norfolk and Petersburg road, which equally participates in these advantages, the greater portion of the business of the large area of country respectively connected with them.

The equipment of the road consists of 10 locomotives; 5 passenger, 2 smoking and mail, 4 baggage, and 161 freight and construction cars.

The number of miles run by locomotives was 119,127; by passenger cars, 50,791; by freight cars, 68,336.

The number of passengers carried was 36,342; tons of freight, 22,902.

ASSETS.

| | |
|---------------------------------------|-----------------------|
| Cost of road and property..... | \$1,469,245 83 |
| Paid for steamer Philadelphia..... | 57,363 58 |
| Bonds of the Roanoke Valley R. R..... | 1,200 00 |
| Purchase of Co.'s 1st Mort. bonds.. | 25,100 06 |
| Debts due the company..... | 67,717 36 |
| Cash on hand Jan. 31, 1860..... | 19,021 59 |
| | \$1,639,648 36 |

LIABILITIES.

| | |
|--|-----------------------|
| Capital stock..... | \$619,200 00 |
| Preferred stock, with guaranteed dividend of 7 per cent..... | 225,000 00 |
| First mortgage bonds..... | \$300,000 |
| Third "..... | 75,000 |
| Fourth "..... | 4,000 |
| Convertible bonds..... | 8,320 |
| Do., issued for dividends.. | 85,491 |
| | 472,811 00 |
| Debts due by the company..... | 52,926 31 |
| Surplus earnings..... | 269,711 05 |
| | \$1,639,648 36 |

The road is 80 miles in length, extending from Portsmouth, Va., to Weldon, N. C. The office of the company is at Portsmouth. The officers are:

President—SAMUEL M. WILSON.

Treasurer—RICHARD WALKER.

General Superintendent—JOHN M. ROBINSON.

Cedar Rapids and Missouri Railroad.

The President, Hon. L. B. Crocker, of Oswego; the Treasurer, John Wear, Esq., of Cedar Rapids, and other gentlemen interested in the Cedar Rapids and Missouri Railroad, are in this city, and from them we learn that the land grant recently transferred from the Old Iowa Central to this company is larger than we expected. Within fifteen miles of the line a large amount of lands were pre-empted previous to 1858, which will be forfeited, and be made available to the company. They believe that the lands thus granted and available for building the road, will amount to one million of acres. The lands are entirely unincumbered, and if properly managed, as we have not the least doubt they will be, they are worth more than the road will cost. Responsible parties stand ready to build the two hundred and thirty miles of road, depots, water-tanks, &c., for \$15,000 per mile. That would amount to \$3,450,000, while the lands can be made to realize at least \$5,000,000. That certainly will be sufficient to build and equip the road.

The building of sixty miles of road will carry it through Van Buren and Tama counties, and ex-

tend it into Marshall. The two last are among the best cultivated and the richest counties in Iowa. Those best acquainted with their population and resources believe that they will furnish sufficient business to make the road pay.—*Chicago Tribune, 5th.*

A proposition is now being submitted to the merchants of Louisville for aid to build a short line of railroad from the town of Hamburg, Tennessee, to Corinth, in Mississippi, on the line of the Mobile and Ohio road. Hamburg is at the head of navigation on the Tennessee river, and is well known as a shipping point for the distribution of merchandise to Tennessee, Mississippi and Alabama. The length of the proposed road is but 19 miles. The Mobile and Ohio Company pledge themselves, so soon as the required amount is taken, to let the contracts for the grading and cross-ties of the branch, and to iron and equip it as soon as graded.—*Ex.*

Michigan Southern and Northern Indiana Railroad.

We have received the report of this company for the fiscal year ending March 1, 1860. The earnings from operations of the road during that time were:

| | |
|----------------------------|---------------------|
| From through passengers .. | \$360,540 61 |
| From way passengers..... | 353,595 63 |
| | \$714,136 24 |
| From mails | \$54,035 91 |
| From express | 21,158 69 |
| | 75,194 60 |

| | |
|--------------------------------|-------------------|
| Total on passenger trains..... | \$789,330 84 |
| From through freight | \$329,424 58 |
| From way freight..... | 616,647 66 |
| From storage, etc. | 9,679 65 |
| | 955,751 89 |
| From miscellaneous | 49,863 36 |

| | |
|--|------------------|
| Total from roads | \$1,794,946 09 |
| From steamers chartered..... | \$3,000 |
| Dividend from propellers | 5,250 |
| One year rents of parts of station at Toledo | 14,900 |
| Income from securities pl'dg'd | 16,325 |
| | 39,475 00 |

Total earnings from all sources, \$1,834,421 09

The expenses of operating and maintaining road were:

| | | |
|-----------------------------|----------|----|
| General superintendence, | \$14,971 | 75 |
| Agents and clerks, | 66,144 | 39 |
| Freight agencies | 29,465 | 86 |
| Telegraph operators | 8,797 | 14 |
| Stationmen | 81,989 | 97 |
| Train hands | 121,756 | 95 |
| Repairing road & bridges, | 293,567 | 84 |
| " buildings | 14,934 | 11 |
| " engines | 103,668 | 27 |
| " cars | 80,335 | 37 |
| " machinery, etc. . . . | 27,231 | 94 |
| Fuel | 37,175 | 76 |
| Oil and waste | 21,297 | 81 |
| Legal expenses | 15,460 | 50 |
| Loss and damage | 16,186 | 53 |
| Overcharges refunded . . . | 16,310 | 62 |
| Taxes | 58,235 | 64 |
| Rents | 6,295 | 18 |
| Steamers | 7,756 | 12 |
| Contingencies | 8,174 | 64 |
| Miscellaneous | 23,447 | 69 |

| | |
|---|---------------------|
| Add construction expenditures | 3,176 32 |
| Add decrease of materials on hand | 48,854 19 |
| Add expenses of New York Office | 20,693 86 |
| | 1,125,727 95 |

Net earnings exclusive of interest... \$708,493 14

The interest account for the year is as follows:

| | |
|---|-------------------|
| On funded debt, secured by mortgage | \$642,250 00 |
| On funded debt, unsecured (plain bonds) | 82,200 00 |
| Interest paid on float'g d't | 36,370 51 |
| Exchange, commissions, etc. | 9,236 25 |
| Erie and Kalamazoo Railroad rent. | 28,500 00 |
| | 748,556 76 |

| | |
|---|-------------|
| Deficiency of earnings in paying expenses and interest | \$40,063 62 |
| If to this be added for the amount of 1 per cent, payable to the Sinking Fund as the contribution of the last year on the basis established by the Directors..... | 32,935 30 |

| | |
|--|-------------|
| The deficiency will be | \$72,998 62 |
| Per centage of expenses on earnings, 61 1/2%. | |
| Last year, 1858, the earnings were. \$2,019,424 96 | |
| Last year, 1858, the expenses were. 1,196,126 54 | |
| Per centage of expenses on earnings, 61 1/2%. | |

| | |
|---|----------------|
| The gross earnings of the year ending March 1st, 1859, were | \$2,019,424 96 |
| Year ending March 1st, 1860 | 1,834,421 09 |

| | |
|---|-------------------|
| Decrease | \$185,003 87 |
| The expenses of all kinds in the former year were | \$1,242,152 23 |
| And for the last year .. | 1,125,795 67 |
| | 116,356 56 |

Making net decrease of earnings.. \$68,646 51

The total construction account is \$16,837,291 28.

| | |
|-----------------------------|---------------------|
| LIABILITIES, FEB. 29, 1860. | |
| Capital stock | \$9,018,200 00 |
| Mortgage funded debt.. | \$9,126,000 |
| Unsecured debt..... | 405,000 |
| | 9,531,000 00 |

| | |
|---------------------------------|--------------|
| Unfunded or floating debt | 1,086,793 60 |
|---------------------------------|--------------|

Total direct liabilities

FUNDED DEBT.

| | |
|--|------------------|
| Mortgage Bonds of Michigan Southern Company, due November 1, 1860 | \$993,000 |
| Mortgage Bonds of Northern Indiana Company, due August 1, 1861 | 985,000 |
| Mortgage Bonds of Erie and Kalamazoo Company, due March 1, 1862 | 300,000 |
| Mortgage Bonds of Jackson Branch, due August 1, 1865 | 195,000 |
| Mortgage Bonds of Detroit, Monroe and Toledo Company, due February 1, 1876 | 360,000 |
| Second General Mortgage Bond, due Nov. 1, 1877 | 2,262,000 |
| Sinking Fund Bonds, due May 1, 1855, viz: | |
| Total amount issued | \$2,934,000 |
| Less held by Commissioner of Sinking Fund | 190,000 |
| | 2,744,000 |

Total funded debt secured by mortg... \$9,126,000

| | |
|--|----------------|
| Funded debt unsecured, viz: | |
| Bonds of Michigan Southern Co., due March 1, 1863 | \$161,000 |
| Bonds of Northern Indiana Co., due February 1, 1863..... | 244,000 |
| Total funded debt unsecured, | 405,000 |

| | |
|---|-------------|
| Total secured and unsecured funded debt | \$9,531,000 |
| Same, March 1, 1859..... | 9,343,000 |

| | |
|---|------------------|
| Increased | \$188,000 |
| By issue of Sinking Fund Bonds..... | 77,000 |
| Do. Second General Mortg. Bonds | 87,000 |
| Do. Detroit, Monroe and Toledo Bonds..... | 24,000 |
| | \$188,000 |

FLOATING DEBT.

The last report stated this to be
Nov., 1857 \$2,281,760 00
Items ascertained the past year.... 33,767 00

Ascertained am't as of Nov., 1857... \$2,415,527 00
That report also represented this debt,
Mar. 1, 1859, as... \$1,211,007 00
Add as above, items
since ascertained... 33,767 00

Ascertained am't, as
of Mar. 1, 1859..... \$1,244,774 00
The Floating Debt proper, March 1,
1860, was..... 685,598 51
Of this there is secured by collateral
als and mortgages... \$408,204 00
Unsecured 277,394 52

Under this head last year there was
included as due the Commission-
ers of Sinking Fund..... 101,691 20

The payments due that fund has been assumed
as 1 per cent. on the authorized issue of bonds under
the mortgage—or at least \$6,750,000 being
the authorized amount, exclusive of the issue au-
thorized for a double track. But a majority of
the present Board decided that the payment
should be limited to the actual issue of Sinking
Fund bonds for the time being. On this basis
nothing is due to the fund.

Add pay rolls and vouchers of January
and February, 1860, to be paid in
March and April..... \$168,562 54
Estimated contingent's due
at the West 5,000 00

Total \$178,562 34
Less cash in hand of Treas-
urer and agents..... 38,392 96
\$140,169 88

Making \$825,767 89
It is proper to add coupons overdue
Feb. 29, 1860, viz :
On mortgage bonds \$243,380 71
On plain or unsecured bds. 17,220 00
261,025 71

Total floating debt March 1, 1860... \$1,086,793 60
To pay this debt the company own sundry as-
sets in the hands of trustees, or pledged with sur-
ties for security of parts of the debt (worth at
least \$400,000)

Unsold bonds of the Detroit, Mon-
roe and Toledo Railroad Co. ... \$640,000 at par.
Unissued 2nd general mortgage
bonds 738,000 "
Stock in the Detroit, Monroe and
Toledo Railroad, guaranteed 8
per cent. interest 278,000 "
Three first-class steamers.

The contingent liability of this company on
their guaranty of \$200,000 of the bonds of the Cin-
cinnati, Peru and Chicago Railroad Co. remains as
stated in the last report.

It will be seen that the first mortgage bonds of
the Michigan Southern Co. to the amount of \$993,-
000 will fall due on the 1st of November next.
The directors do not anticipate that these can be
paid in cash at maturity. It is proposed to offer
to exchange for them sinking fund bonds, on
terms which may be agreed. Or if the holders of
the maturing bonds prefer they can retain them
with all the security and rights appertaining to
them, and receive their interest on presentation of
their bonds to the proper officer; or new sheets of
coupons for — years can be issued on presenting
the bonds therefor. If the interest is not paid on
the new coupons as they mature, the bondholders
can still enforce their mortgage security for the
collection of interest or principal.

In the first seven months of the year there was a
decrease of \$329,045 91 in passenger and freight
earnings, and in the last five months an increase of
\$101,419 04.

COMPARATIVE EARNINGS FROM THROUGH AND WAY BUSINESS.

| | Earnings from Through. | Way. | Totals. |
|--|------------------------|-----------|-----------|
| Freight | \$329,424 | \$616,647 | \$946,072 |
| Passengers | 860,541 | 353,596 | 714,136 |
| Mails and express | 75,195 | | 75,195 |
| Storage, etc. | | | 9,680 |
| Miscellaneous | | | 49,863 |
| Steamers, propell- ers, and rents. | | | 23,151 |
| From increase of securities | | | 16,325 |

Totals \$765,160 \$970,243 \$1,834,421
Same in 1858-9... 838,109 1,006,792 2,019,425

Decrease \$72,049 \$36,549 \$185,004

Showing that the way business more than holds
its relative proportion in comparison with the
prior year.

The whole number of engines belonging to the
company is 89—of which 57 are in good order;
5 in fair order; 6 require repairs; 2 general re-
pairs; 2 are undergoing repairs; 7 require re-
building; and 10 are out of use.

The whole number of cars, each kind, owned by
the company, is as follows: 70 first class passen-
ger; 18 second class and emigrant; 2 drovers; 1
paymasters; 22 mail, baggage and express; 566
box freight; 98 stock; 263 platform; 2 wreck-
ing; and 30 dumping cars—making a total of
1,072.

GENERAL STATEMENT, March 1, 1860.
Railroad and equipment..... \$14,821,258 86
Erie and Kalamazoo Railroad con-
struction..... 372,411 28
\$15,193,670 14

Amount expended on the Detroit,
Mon. & Tol. R. R. \$1,523,785 98
Less amount receiv'd
in their stock..... 282,500 00
1,201,285 98
Steamboats and propellers..... 712 678 50

\$17,107,634 62
Stocks of other companies owned,
(par, \$792,130)..... 663,470 74
Bonds of other companies owned,
(par, \$462,500)..... 400,800 00
Special bond of Terre Haute, Alton
and St. Louis R. R. Co. 107,981 00

Bonds and mortgages owned.... 12,214 29
Bills receivable 232,605 07
Notes of N. P. Stewart, secured by
mortgage 36,000 00
Materials and supplies on hand... 159,991 24
Due from individuals..... 6,139 44

Amount of uncollected earnings up
to Feb. 1, 1860, (Feb. acct. not
made up)..... 117,954 50
Cash in bank at New York..... 3,814 40
Due from various companies (nomi-
nally of no value) 53,972 88

Oswego and Indiana Plank road
stock (nominally of no value)... 20,000 00
Due from individuals (nominally of
no value)..... 108,447 74
Farmers' and Mechanics' Bank of
Detroit 8,168 70

H. B. Ritchie, Agt.—Buff. Steamer
Agency 7,961 72
J. J. Adam, Agent..... 6,724 85
Wm. Savage Cashier 35,195 31
Corn Exchange Bank 1,190 00
Post Office Department..... 1,662 50

Income (balance of this account,
representing the nominal loss
sustained by the operat'n of the
road up to March 1, 1860)..... 889,082 94

\$19,975,961 64

Capital stock—60,246 sh., common. \$6,024,600 00
Capital st'k—28,936 sh., guarant'd. 2,893,600 00
Mich. Southern bonds, due in 1860. 998,000 00
North. Indiana bonds, due in 1861. 985,000 00
Erie and Kal. bonds, due in 1862... 300,000 00
Mich. Southern bonds, due in 1863. 161,000 00
North. Indiana bonds, due in 1863. 244,000 00
Jackson Branch bonds, due in 1865 195,000 00
Goshen Branch bonds, due in 1868. 1,287,000 00
Det., Mon. & Tol. b'ds, due in 1876 860,000 00
Sinking Fund bonds, due in 1885.. 2,934,000 00
2d Gen. Mort. bonds, due in 1877.. 2,262,000 00

\$9,721,000 00

Balance due "The Commissioners
of the Sinking Fund," exclusive
of amount due for 6 months, to
Dec. 31, 1859..... 180,233 21

Pay rolls and vouchers unpaid Mar.
1, 1860 168,562 84

Coupons due November 1, 1859, un-
paid..... \$127,960 00

Coupons due Feb. 1,
1860, unpaid..... 108,395 00

Coupons due March 1,
1860, unpaid..... 16,135 00

Coupons due prior to
Nov. 1, 1859, unpaid. 8,535 71
261,025 71

Balance of b'ds to the United States
for duties due on rails unpaid... 55,188 80

Erie and Kalamazoo R. R. Rent,
amount for 6 months, to 1st Feb.,
1860 15,000 00

Balance of Perkins' mort. on prop-
erty in Detroit..... \$24,000 00
One year's interest to Jan.

1, 1860 1,680 00
25,680 00

Barnard mortgage on Detroit store.
Due Eli J. Blake for judgment.... 4,500 00
18,512 50

Bills payable, secured by collateral
..... \$337,923 20

Bills payable, unsecur'd
by collateral..... 257,524 13
595,447 33

Unpaid interest on construction st'k 3,957 69
Dividends unclaimed..... 6,912 69
Due individuals, per Ledger..... 1,741 87

Total \$19,975,961 64

The whole number of miles run by locomotives
was: by passenger trains, 669,482; by freight
trains, 704 349; by other trains, 156,247—making
a total of 1,530,078. The average number of
miles run to one pint of oil was 22.04; to one cord
of wood, 54.95. Average cost of repairs per mile
6.81 cents; of wood, 5.53 cents; of wood, oil,
waste and repairs, 13 cents.

The officers of the company are:

President, GEORGE BLISS, Toledo, O.

Gen. Supt., JOHN D. CAMPBELL, "

Treasurer, WM. SAVAGE, "
Assistant Treasurer, F. E. WORCESTER, New
York.

Auditor, JOHN J. ADAM, Toledo, O.

Illinois Southern Railroad—Vincennes to
Cairo.

At a recent meeting of the City Council of Vin-
cennes, the committee appointed at a previous
meeting to confer with the Directors of the Illi-
nois Southern Railroad Company, reported that in
their opinion said company would bring the road
to Vincennes, if proper steps were taken by the
Council. The \$20,000 subscription ordinance was
taken up and passed, after being amended to pro-
vide for the issuing of scrip in small amounts. It
provides for the payment of \$1,000 on each mile
of grading, as the work may be completed on the
Illinois side of the river, \$3,000 to be paid when
the road is completed and iron laid to St. Francis-
ville from Vincennes, and the further sum of \$2,-
000 for the construction of depot, &c.—*Cin. Eng.*

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in "italics."

| Years ending. | Railroad. | | | | Equipment. | | | Companies. | Abstract of Balance Sheet. | | | | | | | | | | Earnings. | | | |
|---------------|------------|---------------------------|--------------------------|--------------------------------|------------|------------|---------------|---------------------------------|-----------------------------|----------------|----------------------------|---------------------------|---------------------------|----------------|------------|--|--|---|-----------|---------|------------|------------------|
| | Main Line. | Lateral and Branch Lines. | 2nd Track and Sidelings. | Road in progress or projected. | Engines. | Cars. | | | Property and Assets. | | | Liabilities. | | | | Total, incl. all other assets and liabilities. | Road operated, incl. road leased, etc. | Mileage run by locomotives with trains. | Earnings. | | Dividends. | Price of shares. |
| | | | | | | Passenger. | Freight, etc. | | Railroad and Appurtenances. | Rolling-Stock. | Invested in foreign works. | Share Capital paid in. | Bonded and Mortgage Debt. | Floating Debt. | Gross. | | | | Net. | | | |
| M. | M. | M. | M. | No. | No. | No. | | | | | | | | | | | | | | P. c. | P. a. | |
| ALABAMA. | | | | | | | | | | | | | | | | | | | | | | |
| 30 Jun. '59 | 43.3 | | | 72.3 | 3 | 12 | 19 | Alabama and Florida | 1,086,278 | * | | 539,896 | 473,500 | 101,205 | 1,127,174 | 27.3 | | 59,430 | 22,359 | | | |
| 28 Feb. '59 | 30.3 | | | 58.1 | 3 | 12 | 19 | Alabama and Mississippi | 461,505 | 30,991 | | 335,010 | 109,500 | 21,632 | 518,965 | 30.3 | | 55,791 | 31,852 | | | |
| 31 May '59 | 90.2 | | | 68.4 | 7 | 12 | 84 | Ata and Tennessee Rivers | 2,101,007 | 144,549 | | 1,054,915 | 713,226 | 212,496 | 2,264,468 | 99.2 | 76,133 | 155,628 | 78,907 | | | |
| 30 Jun. '59 | 57.0 | | | 171.3 | | | | Mobile and Girard | 1,500,000 | * | | | | | | 67.0 | 286,791 | 76,773 | 21,006 | | | |
| 1 Jan. '59 | 310.2 | 14.7 | | 213.0 | 25 | 18 | 361 | Mobile and Ohio | 7,252,801 | 681,859 | 114,894 | 3,441,859 | 4,051,547 | 728,546 | 8,360,702 | 202.0 | 372,300 | 769,787 | 420,000 | | | |
| 28 Feb. '59 | 88.6 | 28.4 | | 256.8 | 20 | 14 | 272 | Montgomery and West Point | 1,819,408 | 279,435 | 100,000 | 1,419,672 | 922,621 | 18,956 | 2,462,492 | 116.9 | | 446,153 | 211,880 | 6 | | |
| 16 Dec. '59 | | | | 26.1 | | | | Tennessee and Ala. Central | 728,000 | * | | 105,760 | | | | | | | | | | |
| ARKANSAS. | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 301.4 | | | | Cairo and Fulton | | * | | | | | | | | | | | | |
| 30 Nov. '58 | 38.5 | | | 107.5 | | | | Memphis and Little Rock | 553,877 | * | | 351,524 | 446,000 | 10,725 | 811,949 | | | | | | | |
| 30 Sep. '59 | 22.5 | | | 41.8 | | | | Sacramento Valley | 1,547,100 | * | | 701,100 | 756,000 | | 1,547,100 | 22.5 | | 211,420 | 115,076 | | | |
| CONNECTICUT. | | | | | | | | | | | | | | | | | | | | | | |
| 31 Jan. '59 | 23.9 | | | | 3 | 6 | 30 | Danbury and Norwalk | 333,237 | 49,773 | | 279,050 | 85,000 | 3,502 | 404,622 | 23.9 | | 56,044 | 20,618 | 6 | | |
| 30 Sep. '59 | 122.4 | | | 75.1 | 16 | 20 | 250 | Hartford, Provid. and Fishkill | 3,903,455 | 302,511 | | 1,936,740 | 1,810,500 | 319,443 | 4,323,922 | 122.4 | 246,523 | 333,500 | 152,777 | | | |
| 31 Aug. '59 | 61.4 | 10.6 | | | | | | Hartford and New Haven | 3,108,018 | 254,000 | 102,889 | 2,350,000 | 904,000 | 16,463 | 3,932,432 | 72.0 | 314,763 | 723,400 | 204,134 | 10 | 125 | |
| 31 Dec. '58 | 74.0 | | | | 11 | 19 | 212 | Housatonic | 2,438,847 | * | 8,569 | 2,000,000 | 278,500 | 76,675 | 2,555,337 | 159.0 | | 271,273 | 66,330 | | | |
| 31 Dec. '58 | 57.0 | | | | 7 | 15 | 178 | Naugatuck | 1,578,301 | * | | 1,081,800 | 437,500 | 30,713 | 1,706,302 | 67.0 | | 199,536 | 314,068 | | | |
| 30 Nov. '58 | 62.3 | | | | | | | N. Haven, N. London and Ston. | 1,470,661 | * | 11,050 | 738,538 | 750,000 | | 1,488,538 | 57.0 | | 76,758 | 8,946 | | | |
| 31 Dec. '58 | 46.4 | 8.8 | | | | | | New Haven and Northampton | 1,400,000 | * | | 922,500 | 500,000 | | 1,481,723 | 55.2 | | 155,652 | 105,451 | 5 | | |
| 30 Nov. '58 | 60.0 | | | | 5 | 5 | 167 | N. Lond., Willimant. & Palmer | 1,561,241 | * | 5,453 | 510,900 | 1,055,600 | 272 | 1,575,147 | 66.0 | 91,134 | 104,464 | 30,512 | | | |
| 31 Mar. '59 | 62.2 | | | 63.8 | 29 | 72 | 368 | New York and New Haven | 4,579,879 | 661,547 | | 3,000,000 | 2,219,000 | 33,038 | 5,582,431 | 74.0 | 432,024 | 828,692 | 315,832 | 3 | | |
| 31 Mar. '59 | 50.0 | 7.0 | | | | | | Norwich and Worcester | 2,542,406 | 176,792 | | 2,522,300 | 324,130 | 59,614 | 2,598,672 | 66.0 | | 265,417 | 44,587 | | 37 | |
| DELAWARE. | | | | | | | | | | | | | | | | | | | | | | |
| 31 Dec. '58 | 71.0 | | | 19.4 | | | | Delaware | 1,146,311 | * | | 252,561 | 735,000 | 123,750 | 1,146,311 | 71.0 | | 66,628 | | | | |
| 30 Nov. '58 | 14.3 | | | | | | | Newcastle and Frenchtown | 699,514 | * | 25,000 | 762,920 | | | 767,278 | 14.3 | | 19,895 | | | | |
| FLORIDA. | | | | | | | | | | | | | | | | | | | | | | |
| | 59 | 154.2 | | 45.1 | | | | Florida | | * | | | | | | | | | | | | |
| 30 Apr. '58 | | | | 2.0 | 28.6 | 2 | 1 | Flo., Atlantic and Gulf Central | 292,291 | | 28,608 | 317,847 | 154,000 | 70,620 | 543,237 | 19.3 | | | | | | |
| 30 Jun. '59 | 31.3 | | | 227.0 | | | 24 | Pensacola and Georgia | 390,310 | | | 205,781 | 204,500 | 164,670 | 594,836 | 29.4 | | 10,256 | 1,504 | | | |
| GEORGIA. | | | | | | | | | | | | | | | | | | | | | | |
| 31 July '58 | 86.7 | | | 133.5 | 15 | 11 | 105 | Atlanta and La Grange | 1,179,381 | * | | 1,000,000 | 187,500 | 23,384 | 1,459,075 | 86.7 | | 362,061 | 197,357 | 8 | 125 | |
| | 59 | 30.0 | | | | | | Atlantic and Gulf—M. Trunk | | * | | | | | | 30.0 | | | | | | |
| 31 Dec. '57 | 53.0 | | | | | | | Augusta and Savannah | 1,032,200 | * | | 733,700 | 298,500 | | 1,032,200 | 53.0 | | 125,427 | 69,679 | | | |
| 30 Apr. '59 | 43.5 | | | 23.7 | | | | Brunswick and Florida | 755,000 | * | | 151,887 | | | | 51.0 | | | | | | |
| 30 Nov. '59 | 191.0 | | | | 54 | 28 | 636 | Central of Georgia | 3,750,000 | * | 826,171 | 3,750,000 | 106,287 | | 5,977,106 | 239.0 | 790,030 | 1,633,947 | 839,604 | 10 | | |
| 31 Mar. '59 | 171.0 | 61.0 | | | | | | Georgia (and Bank) | 4,174,492 | * | 829,550 | 4,150,000 | 373,000 | | 5,268,066 | 232.0 | | 1,544,621 | 644,353 | 8 | 100 | |
| 30 Nov. '59 | 102.5 | | | | 18 | 16 | 171 | Macon and Western | 1,500,000 | * | | 1,438,800 | 23,000 | 7,101 | 1,967,776 | 102.5 | 213,180 | 375,250 | 209,785 | 11 | 102 | |
| 31 July '59 | 50.0 | | | | 7 | 2 | 107 | Muscogee | 774,244 | 162,534 | | 689,950 | 249,000 | | 1,026,868 | 50.0 | | 202,714 | 110,516 | 8 | | |
| 1 May '58 | 68.1 | | | | 3 | 4 | 35 | Savannah, Albany and Gulf | 1,386,634 | 52,373 | | 1,275,901 | 10,200 | 180,621 | 1,473,140 | 71.6 | | 547,876 | 337,709 | | | |
| 31 July '59 | 106.1 | 56.5 | 14.8 | 44.3 | 15 | 18 | 168 | South Western | 3,165,000 | * | | 2,254,000 | 631,000 | | 4,449,000 | 147.2 | 171,758 | 847,876 | 357,709 | | | |
| 30 Sep. '59 | 138.0 | | | 62 | 24 | 705 | | Western and Atlantic | 5,901,497 | * | | built and own'd by State. | | | 158.0 | | | 882,843 | 454,541 | | | |
| ILLINOIS. | | | | | | | | | | | | | | | | | | | | | | |
| | 220.0 | | | | | | | Chicago, Alton and St. Louis | 10,000,000 | * | | 3,500,000 | 4,500,000 | | 10,000,000 | 220.0 | | | | | | |
| 30 Apr. '59 | 138.0 | | | 62 | 31 | 990 | | Chic., Burlington and Quincy | 6,068,054 | 1,400,872 | 680,158 | 4,629,340 | 2,990,000 | | 8,149,084 | 210.0 | | 1,044,573 | 171,515 | | 60 | |
| 31 Dec. '58 | 45.0 | | | 6 | 14 | 101 | | Chicago and Milwaukee | 1,799,894 | 67,869 | 120,000 | 988,000 | 762,835 | 158,085 | 2,050,065 | 45.0 | 14 mo. | 243,282 | 135,284 | | | |
| | 138.0 | | | 75.0 | | | | Chicago and Northwestern | | * | | 4,250,000 | 6,350,000 | 2,500,000 | 13,330,000 | 138.0 | | | | | | |
| 30 Jun. '58 | 131.8 | | | | 58 | 57 | 960 | Chicago and Rock Island | 6,776,119 | * | 175,165 | 5,603,000 | 1,897,000 | 5,651 | 7,543,104 | 224.4 | | 1,407,946 | 629,029 | | 63 | |
| 10 Nov. '58 | 33.2 | | | | | | | Fox River Valley | 580,000 | * | | 580,000 | | | 580,000 | 33.2 | | | | | | |
| 31 Dec. '58 | 121.0 | 138.5 | 73.6 | 60 | 63 | 1,369 | | Galena and Chicago Union | 3,027,473 | 1,311,917 | 211,003 | 6,026,400 | 3,783,015 | 292,466 | 10,300,517 | 326.5 | | 808,281 | 1,547,061 | 620,328 | 4 | 61 |
| | 57 | 175.0 | | | | | | Great Western | 5,022,926 | * | | 1,600,000 | 3,088,426 | 334,500 | 5,022,926 | 175.0 | | | | | | |
| 31 Dec. '58 | 454.8 | 252.5 | | 113 | 96 | 2,305 | | Illinois Central | 19,674,214 | 3,347,799 | | 10,249,210 | 20,000,000 | 1,297,277 | 31,596,487 | 708.3 | | 1,976,578 | 556,624 | | 61 | |
| | 148.0 | | | 81.5 | | | | Illinois River | | * | | | | | | | | | | | | |
| | 46.6 | | | | | | | Ohio and Mississippi | 4,870,586 | * | | 1,780,295 | 3,292,403 | | | 148.0 | | | | | | |
| | 136.0 | | | 129.0 | | | | Peoria and Bureau Valley | | * | | 600,000 | | | | oper by Chic. | | | | | | |
| | 100.0 | | | | | | | Peoria and Hannibal | | * | | 1,569,889 | 2,200,000 | | | 186.0 | | | | | | |
| 31 Dec. '58 | 100.0 | | | | | | | Peoria and Oquawka | 5,400,000 | * | | | | | | oper by Chic. | | | | | | |
| | 1.0 | | | | | | | Quincy and Chicago | 1,978,555 | * | | 800,000 | 1,200,000 | | 2,000,000 | 100.0 | oper by Bur. & Quincy. | | | | | |
| 31 Dec. '58 | 168.5 | 39.8 | 12.2 | 31 | 30 | 424 | | Rock Island Bridge | | * | | | | | | oper by Chic. & R. Ia. | | | | | | |
| | | | | | | | | Terre Haute, Alton & St. Louis | 7,608,958 | 628,487 | | 3,026,903 | 5,035,615 | 741,040 | 8,865,252 | 208.3 | | 823,767 | | | | |
| INDIANA. | | | | | | | | | | | | | | | | | | | | | | |
| | 108.0 | | | 73.0 | | | | Cincinnati and Chicago | 2,080,433 | * | | 1,196,679 | 1,006,125 | | | 108.0 | | | | | | |
| | 29.0 | | | | | | | Cincinnati, Peru and Chicago | | * | | | | | | 29.0 | | | | | | |
| 31 Aug. '57 | 109.0 | | | | | | | Evansville and Crawfordville | 2,233,413 | * | 2,750 | 996,061 | 1,219,100 | 51,772 | 2,283,748 | 109.0 | | 249,887 | 119,432 | | | |
| 1 Jan. '58 | 72.4 | | | | 19 | 21 | 278 | Indiana Central | 1,666,280 | 244,081 | 25,641 | 611,050 | 1,166,000 | 47,850 | 2,111,059 | 109.0 | | 368,189 | 132,094 | 6 | 88 | |
| 31 Dec. '58 | 89.8 | 20.2 | | | 23 | 19 | 313 | Indianapolis and Cincinnati | 2,497,952 | 540,043 | 25,689 | 1,689,900 | 1,362,284 | 140,889 | 3,458,108 | 110.0 | | 448,858 | 230,834 | 9 | 33 | |
| 31 Dec. '58 | 84.0 | | | | | | | Ind., Pittsburg and Cleveland | 1,904,956 | * | 10,000 | 835,971 | 1,025,200 | 19,719 | 2,109,336 | 84.0 | | 232,905 | 92,559 | | | |
| 31 Aug. '57 | 78.0 | | | | | | | Jeffersonville | 1,839,576 | * | | 1,014,252 | 681,000 | 99,400 | 1,080 | 108.0 | | 222,737 | 74,328 | | | |
| | 59 | 64.0 | | | | | | Lafayette and Indianapolis | 1,850,000 | * | | 1,000,000 | 600,000 | | 2,000,000 | 64.0 | | | | | | |
| | 86.0 | 49.0 | | | | | | Madison and Indianapolis | 2,984,516 | * | | 1,647,700 | 1,336,816 | | | 185.0 | | 206,114 | 82,632 | | | |
| | 288.0 | | | | | | | Louisv. N. Albany & Chicago | 6,000,000 | * | | 2,800,000 | 3,000,000 | 2,000,000 | 6,000,000 | 288.0 | | 645,827 | 371,402 | | | |
| | 74.0 | | | | | | | Peru and Indianapolis | 2,000,000 | * | | 1,100,000 | 820,000 | 80,000 | 2,000,000 | 74.0 | | | | | | |
| 30 Nov. '59 | 73.0 | | | 18 | 25 | 298 | | Terre Haute and Richmond | 1,611,450 | * | 26,029 | 1,381,450 | 280,000 | | 1,867,423 | 73.0 | 254,742 | 357,297 | 182,154 | 10 | | |
| IOWA. | | | | | | | | | | | | | | | | | | | | | | |
| 1 Jan. '58 | 75.5 | | | 201.5 | | | | Burlington and Missouri | 1,514,257 | * | | 752,733 | 665,000 | 92,663 | 1,542,768 | 50.0 | | | | | | |

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

As asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Apparatuses." A dash (—) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in "italics."

| Years ending | Railroad | | | | Equipment | | | Companies | Abstract of Balance Sheet | | | | | | | | | | Earnings | | | | Dividends | Price of shares | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | Main Line | Lateral and Branch Lines | 2nd Track and Sidelings | Road in progress or projected | Cars | | | | Property and Assets | | | Liabilities | | | | Balance Total, incl. all other assets and liabilities | Road operated, incl. road leased, etc. | Mileage run by locomotives with trains | Gross | Net | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | Engines | Passenger | Freight, etc. | | Railroad and Apparatuses | Rolling-Stock | Invested in foreign works | Share Capital paid in | Bonds and Mortgage Debt | Floating Debt | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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\$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ |

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "not running dots (....) signify "not ascertained." Land-Grant Railroads are in "Italics."

| Years ending | Railroad. | | | Or projected. | Equipment. | | | Companies. | Abstract of Balance Sheet. | | | | | | | | | | Earnings. | | | Dividends. | Price of shares. |
|-----------------|------------|---------------------------|------------------------|---------------|--------------------------------|----------|------------|--------------------------------|----------------------------|-----------------------------|----------------|----------------------------|------------------------|---------------------------|----------------|--|--|---|-----------|---------|-------|------------|------------------|
| | Main Line. | Lateral and Branch Lines. | 2nd Track and Sidings. | | Road in progress or projected. | Cars. | | | Property and Assets. | | | Liabilities. | | | | Total, incl. all other assets and liabilities. | Road operated, incl. road leased, etc. | Mileage run by locomotives with trains. | Earnings. | | | | |
| | | | | | | Engines. | Passenger. | | Freight, etc. | Railroad and Appurtenances. | Rolling-Stock. | Invested in foreign works. | Share Capital paid in. | Bonded and Mortgage Debt. | Floating Debt. | | | | Gross. | Net. | | | |
| | M. | M. | M. | M. | No | No | No. | | | | | | | | | | | | | | P. c. | P. c. | |
| New York. | | | | | | | | | | | | | | | | | | | | | | | |
| 30 Sep. '58 | | | | 140.0 | | | | Albany and Susquehanna | 227,356 | | | | 275,793 | 8,697 | | | | | | | | | |
| 30 Sep. '58 | 32.9 | | 3.3 | | 5 | 12 | 53 | Albany, Vermont and Canada | 1,557,502 | 136,038 | | | 439,005 | 1,575,099 | 50,000 | | 32.9 | 93,894 | 84,119 | 11,215 | | | |
| 30 Sep. '58 | 33.3 | | 54.0 | | | | | Albany and West Stockbridge | 2,289,934 | | | | 1,000,000 | 1,289,934 | | | ope r. by W. Western. | | | | 6 | | |
| 30 Sep. '58 | 34.9 | 2.0 | | | 73.6 | 4 | 6 | 39 | Black River and Utica | 1,153,069 | 81,405 | | | 804,048 | 602,500 | 52,570 | 37.5 | 34,424 | 60,524 | 32,413 | | | |
| 30 Sep. '58 | 14.3 | | 1.6 | | | | | Bloesburg and Oerling | 496,661 | | | | 250,000 | 220,000 | | | 14.8 | 16,530 | 23,554 | 9,204 | | | |
| 30 Sep. '58 | 142.0 | | 13.6 | 18.5 | 28 | 32 | 386 | Buffalo, New York and Erie | 3,150,782 | | 164,200 | | 680,000 | 2,592,221 | 252,142 | 4,206,709 | 176.0 | 356,145 | 814,116 | 172,321 | | | |
| 30 Sep. '58 | 63.5 | | 18.0 | | 28 | 34 | 312 | Buffalo and State Line | 2,460,251 | 812,736 | | | 1,913,000 | 1,049,000 | 172,378 | | 87.8 | 59,539 | 59,421 | 5,092 | | | |
| 30 Sep. '58 | 24.6 | | 38.1 | | | | | Cayuga and Susquehanna | 1,016,053 | 79,542 | | | 687,000 | 426,000 | 7,042 | | 34.6 | 69,539 | 69,421 | 6,092 | | | |
| 30 Sep. '58 | 17.4 | | 2.1 | | | | | Chemung | 400,000 | | | | 380,000 | 70,000 | | | ope r. by N. Y. & E. | | | | 7 | | |
| 30 Sep. '58 | 46.8 | | 2.9 | | 10 | 8 | 83 | Elmira, Canandaigua & N. Falls | | | | | 352,742 | 14,000 | 28,716 | 396,416 | ope r. by Re ceivers. | | | | | | |
| 30 Sep. '58 | | | | 63.2 | | | | Erie and New York City | 287,708 | | | | 59,374 | 38,500 | 23,404 | | 17.3 | 49,519 | 58,207 | 10,840 | | | |
| 30 Sep. '58 | 17.3 | | 0.5 | | 5 | 3 | 60 | Genesee Valley | 91,859 | | | | 175,000 | | | | 150.0 | 700,224 | 1,842,636 | 770,006 | | | |
| 30 Sep. '58 | 144.0 | | 106.5 | | 52 | 107 | 542 | Hudson and Boston (West'n) | 145,000 | | | | 3,758,466 | 8,842,000 | 414,644 | | | | | | | | |
| 30 Sep. '58 | | | | 73.8 | | | | Hudson River | 10,205,906 | 1,182,372 | | | | | | | | | | | | | |
| 30 Sep. '58 | | | | 182.0 | | | | L. Ontario, Auburn & N. York | 74,303 | | | | 75,771 | | | | | | | | | | |
| 30 Sep. '58 | | | | 8.5 | 18 | 37 | 129 | L. Ontario and Hudson River | 3,497,538 | 178,320 | | | 2,715,189 | 870,000 | 115,856 | | 101.5 | 248,123 | 334,195 | 147,084 | | | |
| 30 Sep. '58 | 84.0 | 2.5 | 10.1 | | 211 | 237 | 3,171 | Long Island | 2,211,559 | 354,611 | 1,000 | 1,852,715 | 636,997 | 17,539 | 2,567,270 | 3,945,128 | 6,200,948 | 2,791,410 | | | | | |
| 30 Sep. '58 | 297.8 | 258.1 | 313.8 | | 210 | 185 | 2,684 | New York Central | 25,164,200 | 5,257,077 | 588,980 | 24,000,000 | 14,333,771 | 40,366,065 | 655.9 | 496.0 | 621,747 | 975,853 | 358,792 | | | | |
| 30 Sep. '58 | 130.8 | 2.1 | 30.9 | | 39 | 89 | 430 | New York and Erie | 35,320,907 | | | 11,000,000 | 25,260,000 | 2,141,300 | 38,401,300 | 496.0 | 621,747 | 975,853 | 358,792 | | | | |
| 30 Sep. '58 | 118.0 | 3.8 | 17.7 | | 29 | 8 | 417 | New York and Harlem | 7,303,339 | 634,777 | | | 5,161,287 | 147,640 | | | 121.8 | 311,404 | 410,806 | 127,013 | | | |
| 30 Sep. '58 | 35.9 | | 2.2 | | 7 | 4 | 44 | Northern (Ogdensburg) | 4,086,712 | 702,079 | | | 1,494,000 | | | | 35.9 | 69,759 | 109,152 | 60,829 | | | |
| 30 Sep. '58 | 75.4 | | 2.0 | | 6 | 4 | 43 | Oswego and Syracuse | 676,215 | 100,462 | | | 396,340 | 213,500 | 10,875 | | 75.4 | 99,686 | 94,385 | 44,715 | | | |
| 30 Sep. '58 | 26.2 | | 2.1 | | 6 | 18 | 70 | Pottsdam and Watertown | 1,523,446 | 63,382 | | | 668,077 | 818,500 | 180,138 | | 46.2 | 89,380 | 208,223 | 33,946 | | | |
| 30 Sep. '58 | 18.4 | | 1.3 | 32.6 | | | | Rensselaer and Saratoga | 743,977 | 156,573 | | | 610,000 | 140,000 | | | 18.4 | 32,980 | 37,280 | 18,590 | | | |
| 30 Sep. '58 | 18.0 | | 1.0 | | 2 | 2 | 32 | Rochester and Genesee Valley | 653,539 | | | | 555,450 | 150,000 | 30,417 | | ope r. by Gen. & Sar. | | | | | | |
| 30 Sep. '58 | 21.0 | | 1.6 | | 2 | 3 | 30 | Sacketts Harbor and Ellsboro | 371,556 | 17,714 | | | 167,485 | 278,400 | 56,810 | | 21.0 | 17,620 | 12,025 | | | | |
| 30 Sep. '58 | 40.9 | 6.6 | 3.9 | | 9 | 12 | 84 | Saratoga and Schenectady | 480,684 | | | | 300,000 | 86,500 | | | ope r. by Gen. & Sar. | | | | | | |
| 30 Sep. '58 | | | | 13.2 | | | | Saratoga and Whitehall | 820,518 | 74,904 | | | 600,000 | 395,000 | 5,456 | | 64.5 | 107,506 | 139,388 | 32,196 | | | |
| 30 Sep. '58 | | | | | | | | Staten Island | 40,000 | | | | 40,000 | | | | | | | | | | |
| 30 Jun. '58 | 11.0 | | | | | | | Brooklyn and Jamaica | 369,856 | | | | 284,850 | 85,000 | | | ope r. by Lo ng Isl. | | | | | | |
| 30 Sep. '58 | 81.3 | | 7.1 | | 13 | 12 | 117 | Syracuse, Binghampt. & N. Y. | 2,857,907 | | | 1,200,130 | 1,500,000 | 59,418 | | 81.3 | 148,240 | 177,627 | 74,359 | | | | |
| 30 Sep. '58 | 27.2 | | 5.2 | | 7 | 7 | 66 | Troy and Boston | 1,296,302 | 125,887 | | | 668,297 | 797,500 | 231,083 | | 27.2 | 61,614 | 125,042 | 53,289 | | | |
| 30 Sep. '58 | 6.0 | | 0.1 | | | | | Troy and Greenbush | 258,658 | 36,073 | | | 275,000 | | | | ope r. by Hud s. River. | | | | | | |
| 30 Sep. '58 | 2.1 | | 2.1 | | | | | Troy Union | 732,114 | | | | 30,000 | 680,000 | | | ope r. by other Co's. | | | | | | |
| 31 Dec. '58 | 96.8 | | 11.0 | | 7 | 11 | 298 | Watertown and Rome | 2,159,295 | | 28,000 | 1,498,500 | 690,000 | 85,071 | 2,278,611 | 96.8 | 215,605 | 397,712 | 187,000 | | | | |
| North Carolina. | | | | | | | | | | | | | | | | | | | | | | | |
| 30 Sep. '58 | 95.2 | 2.0 | | | | | | Atlantic and North Carolina | 1,850,000 | | | 1,600,000 | 400,000 | | | 95.2 | | | | | | | |
| 30 Sep. '58 | 223.0 | | | | | | | North Carolina | 4,235,000 | | | 4,000,000 | | | | 223.0 | | | | | | | |
| 30 Sep. '58 | 97.0 | | | | | | | Raleigh and Gaston | 1,240,241 | | | 973,300 | 126,200 | | | 97.0 | | | | | | | |
| 30 Sep. '58 | 161.0 | 17.1 | | | 22 | 20 | 144 | Wilmington and Manchester | 2,586,238 | | 201,500 | 1,127,511 | 1,060,000 | 111,886 | 2,892,969 | 171.0 | 206,917 | 108,541 | | | | | |
| 30 Sep. '58 | 161.9 | | | | 24 | 32 | 144 | Wilmington and Weldon | 2,869,223 | | 107,000 | 1,340,213 | 791,055 | 102,391 | 3,114,954 | 171.0 | 487,043 | 209,763 | | | | | |
| 15 Mar. '58 | | | | 43.0 | | | | Western North Carolina | 190,793 | | 4,700 | 290,212 | | 70,860 | 364,072 | | 323,069 | 477,554 | 235,201 | | | | |
| Ohio. | | | | | | | | | | | | | | | | | | | | | | | |
| 31 Dec. '58 | 118.2 | | | | 17 | 12 | 206 | Atlantic and Great Western | 613,231 | | | 866,939 | 77,294 | | | | | | | | | | |
| 1 Aug. '58 | 137.0 | | | | 41 | 39 | 608 | Bellefontaine and Indiana | 3,008,919 | | 11,000 | 1,879,370 | 1,274,828 | 39,028 | 3,370,281 | 118.2 | | | | | | | |
| 31 Mar. '58 | 60.3 | | | | 22 | 28 | 432 | Central Ohio | 5,079,508 | 922,670 | 106,133 | 3,678,000 | 1,126,458 | 6,810,432 | 141.0 | | | | | | | | |
| 30 Sep. '58 | 37.0 | | | | 62.1 | | | Cine, Hamilton and Dayton | 2,645,266 | 504,592 | 20,500 | 2,155,800 | 1,411,000 | 32,618 | 3,650,710 | 60.3 | | | | | | | |
| 1 May. '58 | 131.8 | | | | 31.0 | 16 | 10 | Cine, Indianapolis and Junc. | 6,250,841 | | | 2,441,176 | 3,032,000 | 228,973 | 181.8 | 304,168 | 190,745 | 19,150 | | | | | |
| 31 Dec. '58 | 135.4 | 5.8 | | | 42 | 31 | 439 | Cine, Wilmington and Zanesv. | 4,687,571 | 684,955 | 67,422 | 4,746,100 | 85,000 | 5,343,275 | 141.2 | | | | | | | | |
| 30 Sep. '58 | 67.0 | | | | 18.0 | 10 | 205 | Cleveland, Columbus and Cine. | 1,920,933 | | | 580,000 | 1,202,300 | 161,200 | 97.0 | 183,973 | 285,140 | 182,282 | | | | | |
| 30 Sep. '58 | 95.4 | 1.2 | 37.9 | | 41 | 39 | 453 | Cleveland and Mahoning | 5,431,732 | 555,343 | 541,503 | 3,000,000 | 1,067,000 | 35,500 | 4,812,201 | 96.4 | 402,935 | 1,111,353 | 646,067 | | | | |
| 30 Nov. '58 | 101.0 | 102.5 | | | 32 | | | Clev. Painesville & Ashtabula | 9,320,288 | | | 9,942,368 | 4,918,325 | 653,821 | 9,961,102 | 103.5 | 646,413 | 772,093 | 332,093 | | | | |
| 30 Apr. '58 | 109.2 | 70.4 | | | 32 | 62 | 99 | Cleveland and Pittsburg | 6,729,056 | 458,194 | 258,424 | 3,343,812 | 3,842,720 | 358,065 | 7,568,918 | 109.2 | | | | | | | |
| 31 Dec. '58 | 61.4 | | | | 53.0 | 5 | 6 | Clev. Zanesville and Cine. | 1,574,693 | | | 369,673 | 575,250 | 632,486 | 61.5 | 75,120 | 65,128 | 19,763 | | | | | |
| 30 Nov. '58 | 72.0 | | | | 31.0 | 6 | 9 | Columbus and Indianapolis | 2,555,000 | | | 750,000 | 1,600,000 | 205,000 | 72.0 | 144,000 | 84,000 | 17,760 | | | | | |
| 30 Dec. '58 | 72.0 | | | | 72.0 | | | Columbus and Xenia | 1,276,250 | 392,000 | 112,734 | 1,490,000 | 290,700 | 50,500 | 1,965,539 | ope r. w. Lit. Miami. | | | | | | | |
| 31 Aug. '58 | 36.6 | | | | 5 | 3 | 87 | Dayton and Michigan | 3,200,262 | | | 1,620,000 | 2,125,000 | | 72.0 | 144,006 | 124,559 | 66,779 | | | | | |
| 31 Aug. '58 | 16.0 | | | | 47.0 | 3 | 2 | Dayton and Western | 860,496 | 104,912 | | 289,692 | 700,000 | 90,482 | 1,080,174 | 36.6 | 125,940 | 66,253 | | | | | |
| 31 Dec. '58 | 45.0 | | | | 6 | 5 | 72 | Dayton, Xenia and Belpre | 1,101,744 | 79,022 | 62,630 | 497,762 | 728,553 | 152,694 | 1,358,967 | 45.0 | 40,064 | 64,000 | 33,000 | | | | |
| 30 Sep. '58 | 36.0 | | | | 84.0 | | | Fremont and Indiana | | | | | | | | | | | | | | | |

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in "italics."

| Years ending. | Railroad. | | | or Road in progress or projected. | Equipment. | | | Companies. | Abstract of Balance Sheet. | | | | | | | Earnings. | | | | Price of shares. | | | |
|---------------------------|------------|---------------------------|--------------------------|---|------------|------------|---------------|--------------------------------|-----------------------------|----------------|----------------------------|------------------------|---------------------------|----------------|------------|--|--|---|-----------|------------------|------------|--|--|
| | Main Line. | Lateral and Branch Lines. | 2nd Track and Sidelings. | | Engines. | Cars. | | | Property and Assets. | | | | Liabilities. | | | Balance Total, incl. all other assets and liabilities. | Road operated, incl. road leased, etc. | Mileage run by locomotives with trains. | Earnings. | | | | |
| | | | | | | Passenger. | Freight, etc. | | Railroad and Appurtenances. | Rolling Stock. | Invested in foreign works. | Share Capital paid in. | Bonded and Mortgage Debt. | Floating Debt. | Gross. | | | | Net. | | Dividends. | | |
| M. | M. | M. | M. | No. | No. | No. | | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | M. | M. | \$ | P. c. | P. c. | | | |
| PENNSYLVANIA (Continued.) | | | | | | | | | | | | | | | | | | | | | | | |
| 30 Nov. '59 | 48.0 | | 3.1 | 99.5 | 4 | 4 | 43 | Pittsburg and Connellsville | 1,501,414 | 79,396 | | 1,753,864 | 1,500,000 | 177,920 | 3,444,154 | 60.0 | | | 60,438 | | | | |
| 30 Nov. '59 | 467.5 | | 56.3 | | 96 | 80 | 1,059 | Pittsburg, Ft. Wayne & Chicago | 13,474,664 | 1,786,182 | 91,100 | 6,285,964 | 9,356,505 | 1,806,040 | 17,628,509 | 467.5 | | | 1,768,993 | 492,721 | | | |
| 30 Sep. '59 | 31.0 | | | 11.0 | | | | Pittsburg and Steubenville | 1,947,462 | | | 1,221,277 | 280,000 | | | | | | | | | | |
| 30 Sep. '59 | 54.0 | | 3.0 | | 7 | 7 | 26 | Schuylkill and Susquehanna | 1,258,700 | | | 1,258,700 | 97,000 | | 1,355,700 | 54.0 | | | | | | | |
| 30 Sep. '59 | 9.2 | 15.3 | 14.9 | | | | | Schuylkill Valley | 573,616 | | | 668,150 | | | 573,616 | 24.5 | | | 34,501 | 29,004 | | | |
| 30 Nov. '59 | 28.0 | 5.0 | 3.3 | | 4 | 1 | 445 | Shamokin Valley & Pottsville | 1,321,847 | | | 600,000 | 821,447 | | 1,321,847 | 33.0 | | | 96,227 | 54,592 | | | |
| 31 Dec. '59 | 148.0 | | 20.0 | 140.0 | | | | Sunbury and Erie | 6,393,712 | 107,252 | | 4,506,920 | 4,309,070 | 861,271 | 10,169,869 | 148.0 | | | | | | | |
| 30 Nov. '59 | 29.6 | 6.5 | 31.9 | | 8 | 3 | 127 | Tioga | 703,349 | 85,932 | | 97,550 | 396,000 | | 1,679,301 | 29.6 | | | 83,072 | 47,007 | | | |
| 30 Sep. '59 | 26.4 | | 2.1 | | 4 | 11 | 9 | Westchester and Philadelphia | 1,410,638 | 74,677 | | 682,170 | 944,169 | 52,434 | 1,679,301 | 26.4 | | | 125,597 | 4,502 | | | |
| 31 Mar. '59 | 78.0 | | | | | | | Williamsport and Elmira | 3,650,682 | 380,847 | | 1,500,000 | 2,361,973 | 161,272 | 4,148,920 | | | | 191,970 | 96,308 | | | |
| RHODE ISLAND. | | | | | | | | | | | | | | | | | | | | | | | |
| 31 Aug. '58 | 60.0 | | 2.0 | | 9 | 13 | 84 | N. Y., Providence and Boston | 2,158,000 | | | 1,508,000 | 306,500 | | 2,158,000 | 60.0 | | 147,231 | 208,439 | 96,571 | | | |
| 30 Nov. '58 | 13.8 | | 0.5 | | | | | Providence, Warren & Bristol | 434,698 | 1,588 | | 287,917 | 109,937 | 36,139 | | | | 13.6 | 23,514 | 23,005 | 1,278 | | |
| SOUTH CAROLINA. | | | | | | | | | | | | | | | | | | | | | | | |
| 31 Dec. '58 | 13.2 | 1.5 | | 182.4 | 2 | | 26 | Blue Ridge | 2,126,539 | | | 1,916,515 | 217,577 | | 2,134,092 | 13.2 | | | | | | | |
| 31 Dec. '58 | 54.9 | | | 47.4 | 4 | 3 | 21 | Charlotte and Savannah | 801,615 | 34,372 | 250,000 | 706,365 | 195,266 | 197,905 | 1,009,536 | 51.9 | | | | | | | |
| 31 Dec. '58 | 109.6 | | | | 13 | 9 | 176 | Charlotte and South Carolina | 1,719,045 | | | 1,201,000 | 384,000 | | 1,099,536 | 109.6 | | | | | | | |
| 31 Dec. '58 | 40.3 | | | | | | | Cheraw and Darlington | 600,000 | | | 400,000 | 200,000 | | 49.3 | | | | 283,263 | 151,536 | | | |
| 1 Jan. '59 | 143.2 | 21.3 | | | | | | Greenville and Columbia | 2,439,769 | 324,161 | | 1,429,008 | 1,145,000 | 345,546 | 2,919,554 | 143.2 | | | 341,190 | 125,871 | | | |
| 31 Aug. '58 | 22.5 | | | | | | | Kings Mountain | 196,280 | | | 200,000 | | | 200,000 | 22.5 | | | | | | | |
| 31 July '58 | 32.0 | | | | | | | Laurens | 543,403 | | | 400,000 | 106,218 | | 575,729 | 32.0 | | | 27,568 | 8,527 | | | |
| 31 Feb. '59 | 102.0 | | | | | | | North-Eastern | 2,011,652 | | | 985,743 | 960,410 | 108,172 | 2,067,325 | 102.0 | | | 220,014 | 96,145 | | | |
| 31 Dec. '58 | 136.0 | 106.0 | | | 62 | 59 | 790 | South Carolina | 5,517,394 | 1,103,130 | 274,060 | 4,179,475 | 2,770,463 | 193,086 | 7,701,337 | 242.0 | | | 1,501,008 | 820,511 | | | |
| 31 July '58 | 25.1 | | | 41.9 | | | | Spartanburg and Union | | | | | | | 25.1 | | | | | | | | |
| TENNESSEE. | | | | | | | | | | | | | | | | | | | | | | | |
| 31 Dec. '58 | 30.0 | | 1.8 | | 12 | 10 | 14 | Edgefield and Kentucky | 857,947 | | | 333,204 | 612,000 | 60,900 | | 30.0 | | 29,845 | 9,359 | 7,486 | | | |
| 31 Dec. '58 | 140.0 | | 8.0 | | 10 | 10 | 171 | East Tennessee and Georgia | 3,637,387 | | | 1,289,673 | 2,020,000 | 200,000 | | 140.0 | | | 318,718 | 187,466 | | | |
| 31 Dec. '58 | 130.3 | | 5.1 | | 36 | 38 | 576 | East Tennessee and Virginia | 2,310,033 | 156,284 | | 536,654 | 1,902,000 | 390,407 | 130.3 | | | 150,142 | 297,806 | 149,167 | | | |
| 31 Dec. '58 | 271.6 | 16.0 | 20.0 | 3.9 | 9 | 5 | 242 | Memphis and Charleston | 5,444,304 | 743,729 | 100,066 | 2,237,665 | 2,700,000 | 443,616 | 287.6 | | | 562,041 | 1,330,812 | 778,036 | | | |
| 31 Dec. '58 | 100.0 | | 30.6 | 55.8 | | | | Memphis and Ohio | 2,259,287 | 141,144 | | 570,000 | 1,361,000 | 145,000 | | | | | | | | | |
| 31 Dec. '58 | 59.0 | | 40.1 | 7 | 5 | 119 | | Memphis, Clarksv. & Louisv. | 2,000,000 | 100,500 | | 298,721 | 740,000 | | 59.0 | | 69,870 | 177,256 | 60,029 | | | | |
| 31 Dec. '58 | 47.4 | | 2.3 | 4 | 4 | 46 | | Mississippi and Tennessee | 1,137,400 | | | 798,285 | 554,949 | 319,518 | 47.4 | | 54,175 | 83,129 | 44,066 | | | | |
| 31 Dec. '58 | 34.2 | | 7.0 | | 12 | 2 | 81 | Mississippi Central and Tenn. | 892,710 | 82,908 | | 317,447 | 632,500 | 22,369 | 34.2 | | 30,065 | 23,808 | 13,892 | | | | |
| 31 Dec. '58 | 149.7 | 44.0 | 7.9 | | 30 | 17 | 319 | McMinnville and Manchester | 533,807 | 56,816 | | 144,894 | 406,000 | 5,000 | 149.7 | | 117,895 | 675,832 | 310,199 | | | | |
| 31 Dec. '58 | 45.8 | | 4.2 | 11.7 | 5 | 5 | 32 | Nashville and Chattanooga | 3,632,882 | | | 2,256,479 | 1,524,000 | 21,769 | | | | | | | | | |
| 31 Dec. '58 | 30.0 | | 0.6 | 8.0 | | | | Nashville and Northwestern | 76,016 | 76,016 | | 595,922 | 880,000 | 204,544 | 30.0 | | 57,950 | 75,120 | 47,579 | | | | |
| 31 Dec. '58 | 52.0 | | | | | | | Tennessee and Alabama | | | | 216,962 | 413,000 | 408,477 | | | | 1,248 | | | | | |
| 31 Dec. '58 | 52.0 | | | | | | | Winchester and Alabama | | | | | | | | | | | | | | | |
| 31 Dec. '58 | 52.0 | | | | | | | Texas (all aided by State). | | | | | | | | | | | | | | | |
| 31 Dec. '58 | 56.0 | | | | | | | Buffalo Bayou, Braz. & Col'do | | | | | | | | | | | | | | | |
| 31 Dec. '58 | 56.0 | | | | | | | Galveston, Houston & Henderson | | | | | | | | | | | | | | | |
| 31 Dec. '58 | 56.0 | | | | | | | Houston and Brazoria | | | | | | | | | | | | | | | |
| 31 May '59 | 43.0 | | | | | | | Houston and Texas Central | 1,132,747 | | | 1,270,123 | 335,000 | 128,205 | 1,691,443 | 43.0 | | | 76,958 | | | | |
| 31 Dec. '58 | 25.0 | | | | | | | San Antonio & Mexican Gulf | | | | | | | | | | | | | | | |
| 31 Dec. '58 | 25.0 | | | | | | | Southern Pacific | | | | | | | | | | | | | | | |
| 31 May '59 | 90.7 | | 8.6 | 19.6 | 7 | 8 | 181 | Connect. & Passumpsic Rivers | 2,345,724 | 185,421 | | 1,200,000 | 800,000 | | 90.7 | | 98,856 | 192,122 | 82,001 | | | | |
| 31 Aug. '59 | 119.6 | | 13.0 | | 28 | 18 | 555 | Rutland and Burlington | 3,989,708 | 601,509 | 92,859 | 2,233,376 | 3,145,001 | 1,013,764 | 6,392,141 | 119.6 | | 395,762 | 354,288 | 81,561 | | | |
| 31 Aug. '59 | 62.0 | | 3.4 | | 10 | 5 | 201 | Rutland and Washington | 1,771,683 | | | 950,000 | | | 1,780,683 | 62.0 | | 175,830 | 172,826 | 37,124 | | | |
| 30 Jun. '59 | 119.0 | | 20.0 | | 42 | 28 | 885 | Vermont Central | 8,402,055 | | | 5,000,000 | 3,853,000 | 1,423,299 | 10,276,299 | 119.0 | | 617,262 | 702,271 | 115,678 | | | |
| 30 Jun. '59 | 47.0 | | 2.8 | | | | | Vermont and Canada | 1,350,695 | | | 1,350,000 | | | 1,350,695 | 47.0 | | | | | | | |
| 31 Aug. '59 | 23.7 | | 0.7 | | 4 | 4 | 54 | Vermont Valley | 1,212,274 | 89,612 | | 516,164 | 793,200 | | 1,308,864 | 23.7 | | 47,324 | 43,998 | 10,493 | | | |
| 31 Aug. '59 | 54.0 | 10.5 | | | | | | Western Vermont | 1,083,500 | | | 332,000 | 700,000 | | 1,083,500 | 54.0 | | | | | | | |
| 31 Aug. '59 | 41.3 | | | 122.1 | | | | Virginia. | | | | | | | | | | | | | | | |
| 30 Sep. '58 | 75.8 | | | 63.5 | 9 | 8 | 216 | Alex. Loudoun & Hampshire | 1,492,194 | 42,000 | | 1,403,018 | 36,188 | 88,131 | 1,534,194 | 75.8 | | | 125,599 | 65,554 | | | |
| 31 Mar. '59 | 79.2 | | | | | | | Manassas Gap | 3,282,990 | 209,901 | 10,500 | 3,038,500 | 418,000 | 292,956 | 3,939,729 | 79.2 | | | | | | | |
| 30 Sep. '59 | 103.5 | | | | | | | Norfolk and Petersburg | 2,106,066 | | | 1,511,000 | 480,110 | 209,923 | 2,222,108 | 103.5 | | 345,427 | 248,004 | 105,571 | | | |
| 30 Sep. '59 | 148.7 | 9.1 | 4.5 | | 12 | 10 | 101 | Northwestern Virginia | 5,322,150 | | | 468,605 | 5,710,229 | | 5,710,229 | 148.7 | | | | | | | |
| 30 Sep. '59 | 123.3 | 10.1 | | | 19 | 13 | 279 | Orange and Alexandria | 6,060,824 | | | 1,981,167 | 2,316,879 | 285,632 | 6,225,015 | 123.3 | | | 288,297 | 157,571 | | | |
| 31 Dec. '58 | 69.2 | 21.3 | | | 14 | 17 | 131 | Petersburg and Lynchburg | 3,040,636 | 374,996 | | 1,365,300 | 1,851,500 | 292,842 | 4,745,256 | 69.2 | | | 410,166 | 201,344 | | | |
| 30 Sep. '58 | 140.5 | 1.8 | | | 23 | 18 | 370 | Petersburg and Roanoke | 988,791 | 192,940 | | 868,290 | 127,427 | 34,344 | 1,015,067 | 140.5 | | | 310,988 | 186,085 | | | |
| 31 Mar. '59 | 7 | | | | | | | Richmond and Danville | 3,588,653 | | | 1,981,017 | 1,126,407 | 25,153 | 4,424,671 | 142.3 | | | 263,893 | 491,674 | | | |
| 30 Apr. '59 | 32.2 | 2.7 | | | 10 | 16 | 192 | Richm. Frederick & Potomac | 1,985,579 | | 52,800 | 1,033,600 | 690,116 | 116,550 | 2,183,232 | 32.2 | | | 269,126 | 145,656 | | | |
| 30 Sep. '59 | 28.3 | | | | 14 | 3 | 13 | Richmond and Petersburg | 1,087,949 | | | 896,160 | 201,408 | 34,681 | 1,260,186 | 28.3 | | | 79,921 | 157,542 | | | |
| 30 Sep. '59 | 33.3 | | | | | | | Richmond and York River | 688,190 | 22,810 | | 657,512 | 85,000 | | 742,812 | 33.3 | | | | | | | |
| 31 Aug. '58 | 80.0 | | | | 10 | 11 | 169 | Seaboard and Roanoke | 1,360,988 | | 33,700 | 644,000 | 473,940 | 59,776 | 1,449,087 | 80.0 | | | 240,817 | 106,728 | | | |
| 30 Sep. '59 | 178.0 | 17.0 | | | 10 | 27 | 200 | Virginia Central | 4,835,729 | 527,181 | | 3,132,445 | 1,486,346 | 43,606 | 8,816,522 | 178.0 | | 304,195 | 652,405 | 382,696 | | | |
| 31 Aug. '59 | 204.2 | 10.7 | | | 36 | 12 | 3858 | | | | | | | | | | | | | | | | |

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers. (t) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

| Description. | Amount. | Interest. | Due. | Price. | Description. | Amount. | Interest. | Due. | Price. | Description. | Amount. | Interest. | Due. | Price. |
|--|-----------|-----------|---------|--------|--|-----------|-----------|------|--------|--|-----------|-----------|--------|--------|
| La Crosse and Milwaukee: | | | | | Montgomery and West Point: | | | | | Orange and Alexandria: | | | | |
| 1st Mortgage (Eastern Div.) | \$903,000 | † | | | Alabama State Loan | \$122,622 | | | | State Loan | \$400,000 | | | |
| 2d Mortgage (Eastern Div.) | 1,000,000 | † | | | Mortgage (due 1880, '83 and '85) | 350,000 | 6 | var. | | 1st Mortgage | 1,055,500 | 6 | | 79 |
| 1st Land Grant (Western Div.) | 4,000,000 | † | | | Mortgage | 450,000 | 8 | 1886 | | 2d Mortgage | 461,378 | 8 | | |
| 2d Land Grant (Western Div.) | 353,600 | † | | | Muscogee: | | | | | Pacific (Mo.): | | | | |
| 3d Mortgage (whole road) | 1,700,000 | † | | | 1st Mortgage | 249,000 | 7 | | | State (Mo.) Loan | 7,000,000 | 6 | | |
| Farm Mortgage | 1,087,700 | † | | | Nashville and Chattanooga: | | | | | State Loan (S. W. Branch) | 2,800,000 | 6 | | |
| Unsecured Bonds | 1,785,000 | † | | | Mortgage (State endorsed) | 1,500,000 | | | | Construction | 4,600,000 | 6 | | |
| Lexington and Frankfort: | | | | | Chat. and Cleve. Subsc. (endors.) | 150,000 | | | | Panama: | | | | |
| Mortgage, due 1884, '89 and '74 | 130,000 | 6 | | | Not endorsed | 24,000 | | | | 1st Mortgage Sterling | 1,250,000 | 7 | 1885 | 100 |
| Little Miami: | | | | | *New Albany and Salem: | | | | | 2d Mortgage Sterling | 1,150,000 | 7 | 1872 | |
| Cincinnati Loan | 100,000 | | | | Crawfordsville | 175,000 | 7 | | | Convertible | 27,000 | 7 | | |
| 1st Mortgage | 138,000 | 6 | | 85 | 1st Mortgage | 500,000 | 10 | | | Pennsylvania: | | | | |
| 2d Mortgage | 7,000 | 6 | | | 1st Mortgage | 2,235,000 | 6 | | | 1st Mortgage (convertible) | 4,905,000 | 6 | 1888 | 100 |
| 3d Mortgage | 981,000 | 6 | | | New Haven and Hartford: | | | | | 2d Mortgage | 1,928,000 | 6 | 1875 | |
| Long Island: | | | | | | | | | | 2d Mortgage Sterling | 1,539,840 | 6 | 1875 | |
| State Loan (S. F.) | 100,000 | 5 | 1876 | | | | | | | State Works Bonds | 7,400,000 | 5 | | |
| 1st Mortgage | 500,000 | 6 | 1870 | | N. Hav., N. Lond. and Ston'ton: | | | | | Pennsylvania Coal Company: | | | | |
| Louisville and Frankfort: | | | | | Mortgage | 450,000 | 7 | | | 1st Mortgage | 600,000 | 7 | | |
| Louisville Loan | 174,000 | | | | Mortgage | 200,000 | 6 | | | Penobscot and Kennebec: | | | | |
| 1st Mortgage | 248,000 | | | | Extension | 100,000 | 10 | | | Bangor City 1st Mortg. (Coupon) | 800,000 | 6 | 1874 | |
| Louisville and Nashville: | | | | | New Haven and Northampton: | | | | | 2d Mortgage (Coupon) | 250,200 | 6 | 1876 | |
| State (Tenn.) 1st Lien | 300,000 | 6 | | | 1st Mortgage | 500,000 | | 1869 | | 3d Mortgage (Coupon) | 158,600 | 6 | 1871 | |
| 1st Mortgage | 2,000,000 | | | | New Jersey: | | | | | Pensacola and Georgia: | | | | |
| McMinnville and Manchester: | | | | | Company's (various) | 711,000 | | var. | 103 | State Internal Improvement | | 7 | 35 y's | |
| State (Tenn.) | 372,000 | 6 | | | New London, Willim. and Palmer: | | | | | Free Land | | | | |
| Mortgage | 24,000 | 7 | | | 1st Mortgage | 500,000 | 71 | | | Peoria and Okawka: | | | | |
| Mortgage | 10,000 | 6 | | | 2d Mortgage | 300,000 | 61 | | | | | | | |
| Madison and Indianapolis: | | | | | Income (convertible) | 152,000 | 61 | | | Peru and Indianapolis: | | | | |
| State (Ind.) Loan | | | | | New London City | 100,000 | 61 | | | | | | | |
| Mortgage | | | | | N. Ori'n's, Jackson and Gt. North: | | | | | Petersburg: | | | | |
| *Marietta and Cincinnati: | | | | | State (Miss.) Loan | 155,000 | | | | Mortgage (due 1863 to 1872) | 103,000 | 7 | var. | |
| 1st Mortgage (convertible) | 2,500,000 | 71 | 1868 | | 1st Mortgage | 3,000,000 | 8 | 1886 | | Petersburg and Lynchburg (S. Side): | | | | |
| 2d Mortgage | 2,000,000 | 71 | | | N. Ori'n's, Opelous. and Gt. West: | | | | | State (Va.) Loan (S. F.) | 800,000 | 7 | | |
| 3d Mortgage | 1,500,000 | 71 | | | Louisiana State Loan | 621,000 | | | | 1st Mortgage (1859-70-75) | 365,000 | 6 | var. | |
| Sterling Income | 333,000 | 4 | | | New Orleans City Loan | 1,500,000 | | | | 3d Mortgage (1862-70-72) | 378,000 | 6 | var. | |
| Domestic | 928,617 | | 1859-62 | | 1st Mortgage (S. F.) | 2,000,000 | 8 | 1889 | | Special Mortgage (1865-68) | 175,000 | 6 | var. | |
| Memphis and Charleston: | | | | | New York Central: | | | | | Last Mortgage (1861 to 1869) | 133,500 | 8 | var. | |
| State (Tenn.) Loan | 1,100,000 | 6 | | | Albany Loan—Alb. and Sch'dy. | 127,000 | 5 | 1864 | 101 | Phila., German'n and Norrist'n: | | | | |
| 1st Mortgage | 1,600,000 | 7 | 1880 | | State Loan—Sch'dy and Troy | 100,000 | 6 | 1867 | | Consolidated Loan | 274,800 | | | |
| Memphis, Clarkesv. and Louisv.: | | | | | State Loan—Rochester and Syr. | 77,382 | 58 | 1861 | | Loan of 1842 | 100,000 | | | |
| State (Tenn.) Loan | 910,000 | 6 | | | State Loan—Buffalo and Roch. | 55,300 | 58 | 1865 | | Philadelphia and Reading: | | | | |
| Memphis and Ohio: | | | | | State Loan—Roch., L. and N. F. | 298,000 | 7 | 1861 | | Mortgage | 705,000 | 5 | 1860 | 991 |
| State (Tenn.) Loan | 1,340,000 | 6 | | | Stock Subscription | 785,000 | 6 | 1883 | 88 | Mortgage (convertible) | 1,572,800 | 6 | 1860 | 991 |
| Michigan Central: | | | | | Premium Consolidated Stock | 8,000,000 | 6 | 1883 | 86 | Mortgage (convertible) | 886,000 | 6 | 1860 | 991 |
| 1st Mortgage Sterling | 467,489 | 6 | | | Real Estate | 221,000 | 6 | 1883 | | Mortgage (convertible) | 154,000 | 6 | 1860 | |
| 2d Mortgage (convertible) | 500,000 | 8 | | 96 | New Convertible | 3,000,000 | 7 | 1864 | 102 | Mortgage | 3,208,600 | 6 | 1870 | 89 |
| Unconvertible | 258,000 | 8 | | | New York and Erie: | | | | | Mortgage (convertible) | 3,586,500 | 6 | 1860 | 73 |
| 1st Mortgage (convert.) Dollar | 3,531,000 | 8 | | | 1st Mortgage | 3,000,000 | 7 | 1867 | 98 | Mortgage (convertible) | 1,500,000 | 7 | 1866 | 67 |
| 2d Mortgage (S. F.), convertible | 3,087,000 | 8 | | 96 | 2d Mortgage | 4,000,000 | 7 | 1869 | 91 | Lebanon Valley R. R. (convert.) | 516,450 | | var. | |
| Mich. Southern and N'n Indiana: | | | | | 3d Mortgage (convertible) | 6,000,000 | 7 | 1871 | 77 | Phila., Wilmington and Baltimore: | | | | |
| Michigan Southern | 993,000 | 77 | 1857 | 75 | 4th Mortgage (convertible) | 3,728,000 | 7 | 1880 | 58 | Mortgage Loan | 688,929 | 6 | 1860 | |
| Northern Indiana | 985,000 | 77 | 1861 | | 5th Mortgage | 1,277,000 | 7 | 1883 | 75 | Mortgage Loan | 1,696,500 | 6 | 1884 | |
| Erie and Kalamazoo | 300,000 | † | 1862 | | Unsecured (convertible) | 2,615,000 | 7 | 1871 | 29 | Improvement | 119,000 | 6 | 1863 | |
| Michigan Southern | 259,000 | † | 1863 | | Unsecured (convertible) | 2,443,000 | 7 | 1862 | 29 | Pittsburg and Connellsville: | | | | |
| Northern Indiana | 299,000 | † | 1863 | | Sinking Fund | 2,195,000 | 7 | 1875 | 29 | Pittsburg Loan | 500,000 | | | |
| Jackson Branch | 233,000 | † | 1865 | | New York and Harlem: | | | | | Alleghany Co. Loan | 760,000 | | | |
| Goshen Air Line | 1,335,000 | † | 1868 | | 1st Mortgage | 3,000,000 | 7 | 1873 | 97 | Connellsville Loan | 100,000 | | | |
| Detroit and Toledo | 336,000 | † | 1876 | | 2d Mortgage | 1,000,000 | 7 | 1864 | 94 | McKeepport Loan | 100,000 | | | |
| General Mortgage (S. F.) | 2,468,000 | † | 1885 | | 3d Mortgage | 1,000,000 | 7 | 1867 | 73 | Baltimore Loan | 1,000,000 | | | |
| 2d Mortgage | 2,175,000 | † | 1877 | 38 | New York and New Haven: | | | | | Cumberland Loan | 200,000 | | | |
| Milwaukee and Beloit: | | | | | 1st Mortgage | 311,000 | 7 | 1860 | | *Pittsburg, Ft. Wayne and Chicago: | | | | |
| 1st Mortgage | 630,000 | 8 | | | 1st Mortgage | 964,000 | 6 | 1866 | 96 | 1st Mortgage (O. and P.) | 1,000,000 | | 1865 | |
| Milwaukee and Chicago: | | | | | 2d Mortgage | 980,000 | 6 | 1875 | | 2d Mortgage (O. and P.) | 750,000 | | 1866 | |
| 1st Mortgage | 400,000 | 8 | | | N. York, Providence and Boston: | | | | | Income (O. and P.) | 1,991,000 | | 1873 | 45 |
| 2d Mortgage | 200,000 | 7 | | | 1st Mortgage | 331,000 | 6 | | | Bridge (O. and P.) | 199,500 | | | |
| Milwaukee and Horicon: | | | | | North Carolina: | | | | | 1st Mortgage (O. and I.) | 1,000,000 | | 1872 | |
| 1st Mortgage | 420,000 | 8 | | | State Loan | 2,000,000 | 6 | | | 2d Mortgage (O. and I.) | 390,000 | | 1873 | |
| 2d Mortgage | 600,000 | 8 | | | State Loan (Chic.) | 1,000,000 | 6 | | | 1st Mortgage (F. W. and Chic.) | 1,250,000 | | 1873 | |
| Farm Mortgage | 150,000 | 10 | | | North-Eastern (S. C.): | | | | | Real Estate (F. W. and Chic.) | 498,000 | | 1874 | |
| Milwaukee and Mississippi: | | | | | 1st Mortgage | 700,000 | | | | Mortgage, Consolidated Comp'y | 1,229,000 | | 1867 | |
| 1st Mortgage (convertible) | 74,000 | 101 | 1861 | | 2d Mortgage | 224,500 | | | | Pittsburg and Steubenville: | | | | |
| 1st Mortgage (convertible) | 526,000 | 81 | 1862 | | Real Estate | 35,910 | | | | Mortgage | 800,000 | † | 1865 | |
| 1st Mortgage (convertible) | 650,000 | 81 | 1863 | | Northern Central: | | | | | Platte County: | | | | |
| 1st Mortgage (convertible) | 1,250,000 | 81 | 1877 | | Balt. and Susq. R. R. (Coupons) | 150,000 | 6 | 1866 | | State (Mo.) Loan | 300,000 | 6 | 1879 | |
| South-West Branch | 350,000 | 81 | 1866 | | Md. State Loan (B. and Susq.) | 150,000 | 6 | | | Potsdam and Watertown: | | | | |
| 2d Mortgage | 600,000 | 101 | 1862 | 30 | York and Cumberland 1st Mort. | 175,000 | 6 | 1870 | | 1st Mortgage | 800,000 | 71 | 1874 | |
| Construction | 500,000 | 71 | 1859 | | York and Cumberland 2d Mort. | 25,000 | 6 | 1871 | | Quincy and Chicago: | | | | |
| 3d Mortgage | 500,000 | 81 | 1862 | | York and C. guar. by Baltimore | 600,000 | 6 | 1877 | | 1st Mortgage | 1,200,000 | | 1873 | |
| Mississippi Central: | | | | | N. C. Contract | 292,300 | 6 | 1875 | | Racine and Mississippi: | | | | |
| 1st Mortgage | 1,007,363 | 7 | | | Construction | 1,903,500 | 6 | 1885 | | 1st Mortgage (Eastern Division) | 630,000 | † | | |
| Income | 91,200 | 10 | | | Northern (Ogdensburg): | | | | | 1st Mortgage (Western Division) | 757,000 | † | | |
| Tennessee State | 46,000 | 6 | | | 1st Mortgage | 1,500,000 | 71 | 1859 | | Raleigh and Gaston: | | | | |
| Mississippi Central and Tenn.: | | | | | 2d Mortgage | 3,077,000 | 71 | 1861 | | Coupon | 100,000 | | 1862 | |
| State (Tenn.) Loan | 529,000 | 6 | | | North Missouri: | | | | | Rensselaer and Saratoga: | | | | |
| Income | 95,500 | | | | State Loan | 2,000,000 | 6 | | | 1st Mortgage | | 7 | 1863 | |
| Mississippi and Missouri: | | | | | State Loan | 2,000,000 | 6 | | | Richmond and Danville: | | | | |
| 1st Mortgage (convertible) | 1,000,000 | 7 | | | State Loan | 350,000 | 6 | | | State (Va.) Loan | 600,000 | | | |
| 2d Mortgage (S. F.) | 400,000 | 8 | | | North Pennsylvania: | | | | | Guaranteed by State | 200,000 | | 1875 | 96 |
| Oakalosa Division | 1,425,000 | 7 | | | Mortgage | 2,500,000 | | | | Mortgage (Coupon) | 250,000 | | 1869 | |
| Land Grant | 7,000,000 | 7 | | | Chattel Mortgage | 214,500 | 10 | | | Registered | 150,000 | | 1869 | |
| Mississippi and Tennessee: | | | | | Northern (N. H.): | | | | | Richmond, Fred. and Potomac: | | | | |
| Tennessee State Loan | 98,000 | 6 | 1855 | | Mortgage (due 1860, '64 and '74) | 212,500 | | var. | | Sterling (£87,000) | 324,000 | | 1860 | |
| Mississippi State Loan | 202,799 | 6 | | | Norwich and Worcester: | | | | | Convertible | 54,500 | | 1875 | |
| 1st Mortgage | 171,000 | 7 | 1876 | | Mass. State Loan | 400,000 | 6 | 1877 | | Dividend Certificates | 35,800 | | 1867 | |
| Mobile and Ohio: | | | | | Mortgage | 205,800 | 6 | 1860 | | Dividend Certificates | 265,900 | | 1869 | |
| City (Mobile) Tax Loan | 400,000 | 6 | | | Mortgage | 16,000 | 7 | 1860 | | Richmond and Petersburg: | | | | |
| Tennessee State Loan | 674,860 | 6 | | | Dividend Scrip and Bonds | 102,330 | 6 | var. | | Coupon | 150,000 | | 1875 | |
| Alabama State Loan | 289,410 | 6 | | | Ohio and Mississippi (O. and Ind.): | | | | | *Rutland and Burlington: | | | | |
| Income | 759,415 | 8 | 1861 | | 1st Mortgage | 2,193,500 | † | 1858 | | 1st Mortgage | 1,800,000 | | | |
| Income | 354,728 | 8 | 1862 | | 2d Mortgage | 316,995 | † | | | 2d Mortgage | 913,500 | | | |
| Income | 375,132 | 8 | 1865 | | Construction | 4,637,920 | † | 1858 | | 3d Mortgage | 426,400 | | | |
| Income | 18,700 | 8 | 1867 | | Income | 3,691,185 | † | 1858 | | Sacramento Valley: | | | | |
| Sterling | 878,035 | 6 | 1863 | | Ohio and Mississippi (Ill.): | | | | | 1st Mortgage | 400,000 | | | |
| Mississippi State Loan | 200,970 | 6 | | | | | | | | 2d Mortgage | 356,000 | | | |

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

| Description. | Amount | Interest | Due | Price. |
|---|-----------|----------|---------|--------|
| Sandusky, Dayton and Cincinnati: | | | | |
| Mortgage | 182,000 | 10 | 1856 | --- |
| Mortgage | 997,000 | 7 | 1866 | --- |
| Mortgage | 1,000,000 | 7 | 1875 | --- |
| Dividend | 224,000 | 6 | '60-'82 | --- |
| Sandusky, Mansfield and Newark: | | | | |
| 1st Mortgage | 1,290,000 | + | --- | --- |
| Saratoga and Whitehall: | | | | |
| 1st Mortgage | 250,000 | 7 | 1858 | --- |
| 1st Mortgage (R. and W. Br.) | 100,000 | 7 | 1856 | --- |
| Unsecured | 45,000 | 7 | 1858 | --- |
| Seaboard and Roanoke: | | | | |
| 1st Mortgage | 300,000 | --- | 1860 | --- |
| 2d Mortgage | 75,000 | --- | 1870 | --- |
| 4th Mortgage | 60,000 | --- | 1856 | --- |
| South Carolina: | | | | |
| State Loan | 200,000 | 5 | 1868 | --- |
| Sterling | 183,333 | 6 | 1863 | --- |
| Sterling | 2,000,000 | 5 | 1866 | --- |
| Andor's | 246,500 | 7 | --- | --- |
| Southern Mississippi: | | | | |
| 1st Mortgage | 500,000 | --- | --- | --- |
| South Western (Ga.): | | | | |
| 1st Mortgage | 631,000 | --- | 1875 | --- |
| *Springfield, Mt. Vern. and Pitts. | | | | |
| 1st Mortgage | 500,000 | --- | --- | --- |
| 2d Mortgage | 450,000 | --- | --- | --- |
| *Steuern, and Ind. (P. C. and C.): | | | | |
| 1st Mortgage | 1,500,000 | --- | --- | --- |
| 2d Mortgage | 900,000 | --- | --- | --- |
| *St. Louis, Alton and Chicago: | | | | |
| 1st Mortgage | 2,000,000 | 7 | --- | --- |
| 2d Mortgage | 1,535,000 | 7 | --- | --- |
| 3d Mortgage (Income) | 1,000,000 | 10 | --- | --- |
| St. Louis and Iron Mountain: | | | | |
| State (Mo.) Aid | 2,501,000 | --- | --- | --- |
| St. Louis City Subscription | 500,000 | --- | --- | --- |
| St. Louis County Subscription | 1,000,000 | --- | --- | --- |
| Carondelet Subscription | 60,000 | --- | --- | --- |
| Sunbury and Erie | | | | |
| Mortgage | 1,000,000 | 7 | --- | --- |
| Mortgage | 7,000,000 | 5 | --- | --- |
| Syracuse, Binghamton and N. Y.: | | | | |
| 1st Mortgage | --- | --- | --- | 65 |
| Terre Haute, Alton and St. Louis: | | | | |
| 1st Mortgage (convertible) | 1,000,000 | 7 | '62-'72 | 50 |
| 2d Mortgage (convertible) | 2,000,000 | 7 | '68-'70 | 36 |
| 1st Mortgage (Bel. and Ill.) | 517,000 | 7 | 1873 | --- |
| 2d Mortgage (Bel. and Ill.) | 494,000 | 7 | 1869 | --- |
| 3d Mortgage (Bel. and Ill.) | 503,000 | 10 | 1874 | --- |
| Tennessee and Alabama: | | | | |
| State (Tenn.) Loan | 314,000 | --- | --- | --- |
| Mortgage | 46,000 | --- | --- | --- |
| Terre Haute and Richmond: | | | | |
| 1st Mortgage (convertible) | 220,000 | 7 | 1866 | --- |
| Toledo, Wabash and Western: | | | | |
| 1st M. (L. Er., Wab. and St. Louis) | 2,500,000 | 7 | 1865 | --- |
| 2d M. (L. Er., Wab. and St. Louis) | 1,000,000 | 7 | 1869 | --- |
| 3d M. (L. Er., Wab. and St. Louis) | 1,200,000 | 7 | 1891 | --- |
| Real Estate (L. Er., W. and St. L.) | 300,000 | 7 | 1861 | --- |
| 1st Mortgage (Toledo and Ill.) | 900,000 | 7 | 1865 | --- |
| 2d Mortgage (Toledo and Ill.) | 800,000 | 7 | 1865 | --- |
| 3d Mortgage (Toledo and Ill.) | 600,000 | 7 | 1865 | --- |
| *Vermont Central: | | | | |
| 1st Mortgage | --- | --- | --- | 18 |
| 2d Mortgage | --- | --- | --- | --- |
| Virginia Central: | | | | |
| Mort. guaranteed by State of Va. | 100,000 | 6 | 1880 | 82 |
| Mortgage | 206,000 | 6 | 1872 | --- |
| Mortgage (coupons) | 941,000 | 6 | 1884 | --- |
| Dividend, due 1865, '66 and '75 | 228,346 | 6 | var. | --- |
| Income (1859 to 1865) | 168,382 | 7 | var. | --- |
| Virginia and Tennessee: | | | | |
| State (Va.) Loan | 1,000,000 | 6 | 1887 | --- |
| 1st Mortgage | 500,000 | 6 | 1872 | 82 |
| Fractional Mortgage | 23,500 | 6 | 1868 | 82 |
| 2d or Enlarged | 1,000,000 | 6 | 1884 | 80 |
| Belt Works Br. Mort. due '68-'61 | 203,000 | 6 | var. | --- |
| 3d Mortgage (Income) | 431,000 | 6 | 1865 | 79 |
| Warren (N. J.): | | | | |
| 1st Mortgage | 668,500 | --- | 1875 | --- |
| Watertown and Rome: | | | | |
| Mortgage (new bonds) | 800,000 | 7 | 1880 | --- |
| Western (Mass.): | | | | |
| Sterling (\$200,000) | 4,319,520 | 5 | '68-'71 | --- |
| Albany City (Alb'y and W. S.) | 1,000,000 | 6 | '66-'76 | --- |
| *Western Vermont: | | | | |
| 1st Mortgage | 700,000 | --- | 1861 | --- |
| Williamsport and Elmira: | | | | |
| 1st Mortgage | 1,000,000 | 7 | 1890 | --- |
| Wilmington and Manchester: | | | | |
| 1st Mortgage | 596,000 | --- | --- | --- |
| 2d Mortgage | 1,000,000 | --- | --- | --- |
| Income | 177,000 | --- | --- | --- |
| Wilmington and Weirton: | | | | |
| Mortgage payable in England | 443,555 | --- | --- | --- |
| Sterling, issued in 1858 | 144,500 | --- | --- | --- |
| Company's, endorsed by State | 203,500 | --- | --- | --- |
| Winchester and Potomac: | | | | |
| Mortgage | 120,000 | 6 | 1867 | --- |
| York and Cumberland: | | | | |
| 1st Mortgage | 808,000 | 1 | --- | --- |

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

American Railroad Journal.

Saturday, April 14, 1860.

Stock and Bond Markets.

The closing cash prices at the New York Stock Exchange for each day of the week ending 11th April, 1860, were as follows:

| | Th. 5. | F. 6. | Sat. 7. | M. 8. | Tu. 9. | W. 10. | Th. 11. |
|------------------------|--------|-------|---------|-------|--------|--------|---------|
| FEDERAL STOCKS: | | | | | | | |
| U. S. 6s, 1874 | 102 | 102 | --- | 101 | 102 | 103 | --- |
| STATE STOCKS: | | | | | | | |
| Virginia 6s | 94 | 93 | 94 | --- | 93 | 94 | --- |
| Missouri | 83 | 83 | 82 | --- | 83 | 82 | --- |
| Indiana 6s | --- | --- | 90 | --- | 89 | 90 | --- |
| Tennessee 6s, 1860 | --- | --- | 90 | --- | 90 | 90 | --- |
| California 7s | --- | --- | 89 | --- | 89 | 89 | --- |
| Ohio 6s, 1870 | --- | --- | 106 | --- | --- | --- | --- |
| RAILROAD SEAR: | | | | | | | |
| Chicago and Rock Isl. | 64 | 64 | 64 | 63 | 63 | 63 | --- |
| Clev. and Toledo | 25 | 26 | 26 | --- | 26 | 26 | --- |
| Del. Lack. and West. | 84 | 84 | 85 | --- | --- | --- | --- |
| Galena and Chicago | 62 | 62 | 62 | 62 | 62 | 62 | --- |
| Hudson River | 40 | 39 | 39 | --- | 38 | 38 | --- |
| Illinois Central | 61 | 61 | 61 | 61 | 61 | 61 | --- |
| Michigan Central | 45 | 46 | 46 | 46 | 46 | 46 | --- |
| M. S. and N. I. guar'd | 21 | 21 | 22 | 22 | 22 | 22 | --- |
| M. S. and N. I. | 10 | 10 | 10 | 10 | 11 | 11 | --- |
| New York Central | 77 | 78 | 78 | 78 | 78 | 78 | --- |
| New York and Erie | 11 | 12 | 12 | 12 | 13 | 13 | --- |
| N. York and Harlem | 10 | 10 | 10 | 10 | 10 | 10 | --- |
| N. Y. and H. "pref" | 35 | 36 | 36 | 36 | 36 | 36 | --- |
| Panama | 135 | 134 | 134 | 134 | 133 | 134 | --- |
| Phila. and Reading | 43 | 43 | 43 | 42 | 42 | 42 | --- |
| MISCELLANEOUS: | | | | | | | |
| Del. and Hud. C. Co. | 96 | 98 | 98 | --- | 98 | 97 | --- |
| Cumberland Coal Co. | 14 | 15 | 14 | --- | 15 | 14 | --- |
| Pennsylvania Coal Co. | 85 | 84 | 84 | --- | --- | --- | --- |
| Pacific Mail S. S. Co. | 107 | 106 | 104 | 104 | 102 | 102 | --- |
| Canton | 20 | 20 | 20 | --- | 21 | 20 | --- |
| Brooklyn Water Wk. | 101 | --- | --- | --- | 101 | 102 | --- |

The following are the closing prices in the

London Market on the 24th March:

| | | | |
|---|-----|-----|-----|
| United States 5 p. c. red. '74 | 91 | to | 92 |
| Illinois Central 6 p. c. red. 1875 | 77 | to | 79 |
| Do. 7 p. c. red. 1875 | 81 | to | 82 |
| Do. do. Fr. L'd red. '60. 88 | 80 | to | 90 |
| Do. \$100 shares, \$60 p'd. 45 | 45 | to | 48 |
| Mich. Cen. 8 per cent. con. '60 | 84 | to | 90 |
| Do. do. 1869 | 81 | to | 83 |
| Do. do. 1st mortgage | --- | --- | --- |
| (sinking fund), 1882 | 84 | to | 86 |
| Do. \$100 shares | 32 | to | 37 |
| Michigan S. & N. Indiana 7 per ct. | --- | --- | --- |
| (sinking fund) 1885 | 45 | to | 50 |
| Do. \$100 shares | 5 | to | 10 |
| New York Central, 6 per cent. (sinking fund) 1883 | 85 | to | 87 |
| Do. 7 per cent. 1864 | 91 | to | 93 |
| Do. 7 per cent. (sinking f.) 1876 | 91 | to | 93 |
| Do. \$100 shares | 66 | to | 68 |
| New York and Erie 1st mortgage 7 per cent. 1867 | 87 | to | 89 |
| Do. 2d mortgage, 1869 | 80 | to | 82 |
| Do. 3d do. 1883, assented. | 66 | to | 68 |
| Do. Bonds, 1862, '71, '75 do. | 28 | to | 32 |
| Do. Shares, assented | 9 | to | 10 |
| Pennsylvania Central B'ds, 1st mort. | --- | --- | --- |
| conv. 6 per cent. | 87 | to | 89 |
| Do. 2d mort. 6 per cent. sterling | 92 | to | 94 |
| Do. \$50 shares | 35 | to | 37 |
| Phila. and Reading B'ds, 6 p.c., 1860 | 85 | to | 90 |
| Do. 6 per cent. 1870 | 73 | to | 78 |
| Do. \$50 shares | 15 | to | 20 |

Vicksburg, Shreveport and Texas Railroad.

The Monroe Register of the 29th ult., says that "\$45,000 of the First Mortgage bonds of this company have been sold in Savannah, at 80 cents on the dollar; and the agent who negotiated the sale, has sent for \$50,000 more, which he thinks he will be able to sell on the same terms."

Yazoo Valley Railroad.

The Jackson Mississippi announces that the vote recently taken in that city "resulted almost unanimously in favor of a subscription of \$100,000 to the Yazoo Valley Railroad—which will make a total subscription of \$160,000 for Jackson."

Michigan Southern Railroad.

We give in another column a full abstract of the late report of this company. In the amount of information it conveys, it is an improvement upon the former reports of the company. It does not, of course, give a flatter picture of the affairs of the company, as the earnings for the past year were not equal to the interest accruing on the company's debts. The earnings of the branches as well as the main line are given in part. The main line, 243 miles long, earned \$1,325,324; the branches, 282 miles, \$334,484. The operating expenses are only given in gross. The cost of operating the branches exceeded, we presume, the receipts from them. The cost of the branches exceeded that of the main line by at least \$2,000,000. More than one-half the entire cost of the road consequently has been thrown away on the branches!

Improvement in the Value of Railroad Property.

There has been a very great improvement in the value of railroad property within the past two months. There is considerable speculative feeling in the market; but the improvement is, no doubt, due to a more correct appreciation of the value of railroad securities. As it is, many are still selling far below their value. A few months more will place them near where they were before the reverses of 1857. The increased traffic on all our roads will help to restore confidence, while a more rigid economy in their management, will add largely to their available earnings. The period of greatest depression and discouragement has undoubtedly passed. In all but the Western and North-western States, railroads were never doing so well as at the present time. In the latter there is a decided increase in the earnings over the past year. On the whole, the prospect before us is much more agreeable than for years past.

Buffalo, New York and Erie Railroad.

The following is a comparative statement of the earnings and expenses of this road for 6 months from October 1, 1858, to April 1, 1859, and for the same period in 1859-60:

| | 1858-9. | Earnings. | Expenses. |
|---|----------|--------------|--------------|
| October | ... | \$59,608 72 | \$38,165 85 |
| November | ... | 52,794 76 | 31,940 16 |
| December | ... | 48,694 51 | 33,098 57 |
| January | ... | 37,367 33 | 27,884 90 |
| February | ... | 33,505 84 | 21,684 52 |
| March | ... | 49,004 18 | 26,865 23 |
| | | \$280,974 84 | \$179,639 23 |
| Surplus 1858-9 | ... | ... | \$101,335 61 |
| | 1859-60. | Earnings. | Expenses. |
| October | ... | \$54,886 27 | \$29,870 59 |
| November | ... | 56,285 15 | 32,990 91 |
| December | ... | 44,637 42 | 29,116 40 |
| January | ... | 33,649 74 | 23,305 82 |
| February | ... | 35,007 13 | 20,620 99 |
| March | ... | 49,012 57 | 27,000 00 |
| | | \$273,478 23 | \$162,904 71 |
| Surplus 1859-60 | ... | ... | 110,573 57 |
| Net gain, 6 months, 1859-60 | ... | ... | \$9,237 96 |
| Surplus for 6 months of 1859-60, to 1st April | ... | ... | \$110,573 57 |
| Interest for the same period on total debt of the Company | ... | ... | 87,990 00 |

Actual net earnings for 6 months, \$22,583 57
Net earnings equal to 3.31 per cent. on \$680,000, the capital stock of the company.

India Rubber Car Springs.

Charles Goodyear and The New England Car Spring Co. vs. The Elastic Cone Spring Co.
U. S. Circuit Court, District of New Jersey.

In the above suit, the New England Car Spring Co., who have the exclusive right throughout the United States for making, vending and using springs, bumpers, &c., for railroad cars and carriages under the well known Goodyear patent for vulcanizing India Rubber and allied gums, applied for a preliminary injunction to restrain the defendants from making and vending the car springs heretofore sold by them; some stamped John J. Fields' patent, and some Joslin's patent, and others Joslin and Eaton's patent, and all of them stamped "The Elastic Cone Spring Co."

The defendants opposed the motion on the ground that their springs were vulcanized under a patent granted to Henry W. Joslin and A. K. Eaton, by which they were authorized to vulcanize India Rubber with a preparation of sulphur and red shale; and that until the suit was brought to a final hearing the court could not stop them by a preliminary injunction.

Affidavits were read on both sides, and after arguments against the motion by Ex-Chancellor Williamson and Jas. P. Bradley, Esq., on the part of the defendants, and by C. M. Keller, Esq., on the part of complainants, Judge Dickerson ordered an injunction to issue that the Elastic Cone Spring Company no longer manufacture or sell springs. The decision was made on the 5th inst.

A similar injunction was granted in February last against Joslin & Dunbar, of Trenton, New Jersey, manufacturers of springs for the Cone Spring Company.

The Manhattan Oil Company.

This company has been organized under the General Laws of this State for the sale of oils generally; but especially for the manufacture and sale of an oil known as "Mason's Sperm Oil." This oil, which is now coming into general use, is the product of simple animal oil, manufactured under a process by which not only the fibrous matter contained in the oil is dissolved, leaving nothing but the pure oleaginous globules, as in sperm, but at the same time, and by the same process, the body, or durable character of the oil, is increased to a degree exceeding that of sperm itself. The objection to the use of whale or lard oils, is the gumming-up of the bearings, caused by the gluten which they contain, the particles of which are flat, and when they pass between the journal and the bearing, they lay flat upon the surface of the pocket, and will not roll through like the round particles of oil.

This oil has now been in constant use, for a number of years, by many of our principal railroad and steamship companies, all of whom concur in pronouncing it a superior article, for lubricating purposes. "It will remain limpid at a much lower temperature than sperm." "It is more durable, more free from gum, and cheaper (at the same price) than sperm." "Neither age or exposure to the atmosphere affects its qualities." "It is easily and rapidly cleaned off." "As a burning oil, it is very superior, giving a pure, brilliant light." "It has more body;" "is more penetrating in its nature;" "feeding where oils less limpid will not reach." These, and other expressions of a like purport, are derived from a num-

ber of testimonials from parties who have used it. The office of the company is at 16 Broadway, N. Y. Address JAMES M. MOTLEY, Esq., Vice President and Treasurer.

Cleveland and Mahoning Railroad.

The operations of the Cleveland and Mahoning Railroad for January, February and March have been as follows:

| Gross | | |
|----------|-------------|-------------|
| 1859. | Earnings. | Net. |
| Jan'y .. | \$13,400.70 | 7,666.11 |
| Feb'y .. | 19,260.53 | 7,214.53 |
| March .. | 23,892.54 | 9,603.58 |
| | | 14,288.96 |
| | | \$32,079.55 |
| 1860. | | |
| Jan'y .. | 18,439.16 | 7,830.04 |
| Feb'y .. | 25,469.24 | 9,012.87 |
| March .. | 30,937.08 | 10,380.08 |
| | | 20,557.00 |
| | | 47,622.49 |

Increase of net earnings \$15,542.94
—or nearly 48½ per cent.

Houston and New Orleans Railroad.

The Crockett Printer says that "this road will reach Liberty in about two weeks from the Louisiana end. Last week it had reached Sour Lake, only eighteen miles from Liberty, and it is progressing at the rate of one mile per day. The grading from the Trinity towards Sour Lake was also progressing very fast; some say it will be completed to Houston in eighteen months at the farthest."

Railroad Earnings.

The net receipts of the Harlem Railroad Company for the month of March are as follows:

| | |
|------------|-------------|
| 1859 | \$88,278 26 |
| 1860 | 88,598 48 |

Increase \$320 22

The above increase would have been much larger, had not the Hudson River opened some ten days earlier, this year than last.

The net receipts for the six months ending March 31, are as follows:

| | |
|---------------------|--------------|
| 1858 and 1859 | \$525,079 15 |
| 1859 and 1860 | 559,476 63 |

Increase \$34,397 48

The receipts of the Grand Trunk Railway of Canada, for the week ending March 24, 1860, were..... \$71,417 34
Corresponding week, 1859..... 51,664 54

Increase \$19,752 80

Total traffic from July 1, 1859..... \$2,052,288 92
Do. for same period last y. 1,661,985 20

Increase \$390,303 72

The traffic of the Great Western Railway of Canada for the week ending April 6, 1860, was as follows:

| | |
|------------------------------|-------------|
| Passengers | \$21,765 44 |
| Freight and live stock | 29,137 16 |
| Mails and sundries | 1,336 25 |

Total \$52,238 05
Corresponding week last year 40,868 14

Increase \$11,370 81

The London papers state that the Directors of this Company had announced a dividend at the rate of 2 per cent. per annum on the capital stock out of the profits of the half-year ending January 31, which will leave a surplus balance to be carried to the credit of the current half-year of \$9,617 11s. 11d.

The statement of the Illinois Central Railroad Company for March, 1860, is as follows:

Land Department.

| | | |
|--------------------------------------|----------|-----------------|
| Acres Construction Lands sold | 1,879.12 | for \$28,015 54 |
| Acres Interest Fund Lands sold | 119.50 | " 1,440 34 |
| Acres Free Lands sold .. | 275.35 | " 4,691 28 |

Total sales during the month 2,278.97 for \$34,147 14
To which add Town Lot sales 320 65

Total of all \$34,467 79

Acres land sold since Jan'y 1, 1860. 6,277.61 for \$98,919 57
Acres sold prev'y 1,237,260.55 " 15,735,837 02

Total 1,243,538.16 for 15,834,756 59

Construction Bonds canceled in March, 1860. \$24,500 00

Construction Bonds canceled previously 1,367,000 00

\$1,391,500 00

Free Land Bonds canceled in March, 1860 \$4,000 00

Free Land Bonds canceled previously 187,000 00

191,000 00

Total Bonds canceled up to March 31, 1860 \$1,582,500 00

Total receipts in March, 1860 \$40,701 87

Total cash and bonds received to March 31, 1860 \$3,429,867 46

Traffic Department.

| | |
|--------------------------------|-------------|
| Receipts from passengers | \$75,443 56 |
| Do. freight | 121,437 65 |
| Do. mails | 6,358 23 |
| Do. rent of road | 5,425 00 |
| Do. other sources | 4,416 22 |

Total receipts in March, 1860 \$218,079 76
Do. do. 1859 152,172 69

Total receipts since Jan. 31, 1860 \$586,543 05
Do. correspond'g period, '59 417,380 54

Original land grant, 2,595,000 acres; railway, 706 miles of main track, and 91 miles of sidings; 113 engines; 2,456 cars; funded debt, \$18,418,500.

| | |
|---------------------------------|----------------|
| 1856. | 1857. |
| Traffic \$2,434,878 59 | \$2,298,964 57 |
| Working expenses . 1,444,546 19 | 1,791,231 14 |

Balance \$990,332 40

1858. 1859.

| | |
|---------------------------------|----------------|
| Traffic \$1,976,578 52 | \$2,114,448 08 |
| Working expenses . 1,419,954 80 | 1,489,579 52 |

Balance \$556,623 72

The receipts of the Catawissa Railroad for January and February, were:

| | |
|--------------------------------|-------------|
| Earnings, February, 1860 | \$23,474 37 |
| Due connecting roads | 4,849 59 |

Total \$18,624 78

Earnings, January, 1860 \$23,021 42
Due connecting roads 4,594 80

Balance \$18,427 12

There is a considerable increase in favor of this year. The road is said to be doing a larger freight business than ever before.

The March earnings of the Dayton and Cincinnati Railroad were:

| | |
|-------------------------|-------------|
| Local freights | \$14,243 77 |
| Through freights | 6,847 14 |
| Passengers | 10,173 42 |
| Mails and express | 1,700 00 |

Total \$32,763 23

The earnings of the Michigan Southern Railroad in March were as follows:

| | 1859. | 1860. |
|-----------------------|--------------|--------------|
| From Passengers | \$71,903 36 | \$60,629 68 |
| " Freight | 61,235 39 | 100,462 08 |
| " Mails | 4,583 41 | 4,655 21 |
| " Miscellaneous | 5,903 29 | 7,786 92 |
| Totals | \$143,625 45 | \$173,533 89 |
| Increase | | \$29,908 44 |

The March return in detail of the Michigan Central Railroad is as follows:

| | 1860. | 1859. |
|---------------------|-------------|-------------|
| Passengers | \$64,855 94 | \$77,837 87 |
| Freight | 90,649 78 | 68,715 50 |
| Miscellaneous | 5,309 81 | 5,311 29 |

Total

Gain over 1859, \$8,446 87.

The earnings of the Little Miami and Columbus and Xenia Railroad for March, 1859 and 1860, were as follows:

| | |
|------------|--------------|
| 1859 | \$108,840 43 |
| 1860 | 108,595 75 |

Decrease

The earnings of the Macon and Western Railroad Company in March, 1860, were:

| | |
|-----------------------|------------|
| From Passengers | \$9,322 79 |
| " Freight | 29,989 41 |
| " Mail | 866 45 |

Total

March, 1859

March, 1858

Journal of Railroad Law. DAMAGES SUSTAINED BY THE CONSTRUCTION OF RAILROADS OVER MINING LANDS; HOW ESTIMATED.

The case of *Searle vs. The Lackawanna and Bloomsburg Railroad Company*, recently decided in the Supreme Court of Pennsylvania, presents some novel features. It was brought by the plaintiff, to recover the value of certain land belonging to him, and taken by the defendants for the purposes of their railroad. The land in question, consisting of 91 acres and 111 perches, was located on the feeder of the North Branch Canal, in the township of Pitston, Luzerne County, and aside from its value, as farming land, was alleged by the plaintiff to contain valuable coal mines beneath its surface, although none of it was then being worked. The gist of the controversy was as to whether the plaintiff should be allowed to recover the value of the coal lying beneath the track of the railroad. As usual in such cases viewers were appointed, but the plaintiff not being satisfied with their decision appealed to the Court of Common Pleas of Luzerne County. Here he offered to prove, as one of the items of damage, that the tract in question was coal land, and that the defendants' railroad crossed it in such a place and manner as to materially increase the expense of mining his coal; and that at least one acre and 149 perches of coal, of the value of \$4,000, or thereabouts, underlying the track of the railroad, could not be removed, without destroying the support of the railroad, and was consequently wholly lost to him.

The Court rejected the evidence, and upon the point involved in the refusal to admit the evidence, charged the jury as follows:

A claim has been advanced here for alleged injury and difficulty, arising out of what may be

called estimated mining rights and privileges. The Court, heretofore, rejected evidence of this kind, when offered as a distinct ground for claiming damages, to be compensated in money to the plaintiff. The court then said that Mr. Searle, having no mining works in operation, no coal mine opened for mining purposes on his land, but his coal all being covered up by the superlying soil, and known to be there only by the judgment and examination of experts, was not so injured by the making of the road herein, that his injury could be considered capable of ascertainment now, and could be recovered here. The Supreme Court have said that remote, contingent, and speculative damages cannot here be claimed; and we repeat, while some evidence upon this subject came out in the explanations given by the witnesses of the grounds of their opinion as to the amount of injury to the property, and of the same character as that which the court rejected in chief, that these alleged difficulties and sources of injury, to a mere estimated mining right, which may hereafter, or which may not ever be carried on, are not to be considered by you, in making up your estimate of any sum which you may think the plaintiff entitled to recovered.

A verdict and judgment having been rendered in favor of the plaintiff for \$300, he again appealed the case to the Supreme Court, asking for a new trial on the ground that the judge improperly rejected the evidence offered, and erred in his charge to the jury. We give the opinion of the court affirming the judgment of the Common Pleas:

LOWRIE, C. J.—The claim is for damages, for taking part of the plaintiffs' land in making the defendant's road; and by the principles of the judge's charge, the jury were allowed to find a verdict for the value of the land taken, and for all the actual damages arising from the manner in which the road went through the plaintiff's land, and affected his improvements; and to measure even imaginary and contingent damages against the probable advantages or facilities that the improvement might occasion. We cannot say that we discover any error in all this.

But the court rejected evidence that there was over an acre of coal under the road, worth \$4,000, which would be lost to the plaintiff, because necessary to be left for the support of the road. Now if such a fact were necessary to the ascertainment of the value of the land taken, it would be wise to accept the testimony of experts, for we ought always to seek the best sources of information. The objection is not to the experts, but to the facts themselves. We do not measure the value of land by such facts. Land may have \$4,000 worth of coal per acre in it, and yet sell for \$40 per acre. When a man has to sell his property, of course he must take the market value for it. That is measured by the custom or common dealing of the country. If it is land, the market value is measured by the price usually given for such land in that neighborhood, making due allowance for differences of position, soil, and improvement. Value may be very approximately estimated in that way, for it is not then founded upon the mere opinion of witnesses, but on the fact of a general market value. When the State takes private property for public uses, or authorizes it to be taken, this market value is all that it pays for it. This is the necessary measure, in order to avoid the favoritism

or oppression that would attend any other measure. Every man holds his property subject to this eminent domain, dominion, or ownership, of the whole society. He must give it up when society needs it, on being paid its value according to the estimate put on it in the market, that is, by common consent. On the subject of taking land for public uses, the French have a very carefully prepared system in their law of 8th March, 1810, *sur les expropriations pour cause d'utilité publique*; and it directs the market value to be ascertained by reference to recent actual sales in the neighborhood, by the tax lists, and other documents, with the aid, if necessary, of experts, or persons whose business it is to deal in such values.

In the present case the jury were permitted to find in favor of the plaintiff the full value of the land, as coal land; though the defendants' get no title to the coal, further than it is needed to support the surface. Then the plaintiff has been allowed the full value of the land, as estimated by the common standard; and we do not see how we can take any other. The one here proposed has never been publicly sanctioned, and that is something against it. It would require us to ascertain the possible value of the products of the land, in order to get at the value of the land itself. But the products do not exist, and therefore have no value, for value here means value in money in the market, and this cannot apply to products not yet in existence. And then to use the products as a standard of value of the land, is to apply an uncertain measure in order to obtain a certain result. It is easier to value the land directly, than thus.

Moreover, the offer impliedly requires a degree of refinement in the measure of values, which seems to us totally incompatible with the gross estimates of common life. Though we might have the most accurate calculation of the quantity of coal in the land, yet, without knowing exactly the expense of bringing it to the surface, and carrying it to market, and the amount likely to be lost in mining and conveying, and the times in which it would be brought out, and the market prices at those times, the quantity would not help us to value the land. The gross estimates of common life are all that courts and juries have skill enough to use, as a measure of value. All other measures are necessarily arbitrary and fanciful. There was another offer to show that the railroad of the defendants crosses the land in such place and manner as to materially increase the expense of mining the coal in the land. We understood from the opinion of the court below, that this means that, if at any future time the plaintiff shall undertake to mine the coal in his land, he will be put to great expense in getting it across the road for transportation to market; and for this he wants compensation. There is no special allowance in the act of assembly for supposed injuries of this kind; and if the common law does not recognize them as injuries, we do not see how it is possible for the court to allow compensation on account of them. To ascertain the common law, let us see what is the usual mode of proceeding in such cases.

The State allows, for all actual damages to existing improvements, especially in case of railroads; and that has been done here. But, so far as regards the unopened coal veins on this land, we may treat the case as one of wild lands. Over

such, the State makes its roads, with simple reference to public convenience. It allows no damages on account of the fact that, when the owner comes to improve, he must go to great expense in adapting his improvements and the roads to the public good. It counts not at all on the minerals under the road; to do so, would obstruct all improvement on such land; and yet mineral lands must have roads, as well as other lands, and on similar terms. It cuts through high ground and fills up low, without allowing for the difficulty which the owner may some day have in getting at or over the road. It usually does the same, even through improved lands; though it does not always permit railroad companies to do so.

In relation to wild lands, such operations are no present injury, except in a purely imaginary sense. They may some day prove an obstruction; and it is impossible to tell what changes of roads and other avenues of communication, and what changes in the value of land and of its products, may take place before the day arrives; and it is impossible to decide now what the injury would then be, or that it would be any. It may be, that before the coal begins to be mined, the surface will be occupied by improvements needing this road, and presenting themselves greater obstructions to mining than the road is, because the mining must regard their safety. We cannot say that we discover any error in the case. Judgment affirmed.

Charleston and Savannah Railroad.

BRIDGE OVER THE SAVANNAH RIVER.

We find in the Savannah Republican, of 24th ult., an account of an excursion made a few days previously to the site of this structure. The party was composed chiefly of the leading merchants of Savannah, convened by invitation of W. L. Drayton, Esq., the President of the company. Little more than an hour was consumed in reaching the point of destination, which is some 16 miles by water from Savannah. The day was spent in examining the operations of the company in the immediate neighborhood of the bridge. The Republican says:

The rapid progress of the road during the last few months, was a subject of general remark. All were surprised to find it in such a state of forwardness, and when the iron horse came puffing across the rice fields on the Carolina side and hauled up at the very bank of the river, it really looked as if our long-cherished hopes of a connection with Charleston had become suddenly realized. It was not quite so, however. The trestle work through the river bottom, on both sides, is complete, that on the left bank being within a fraction of $2\frac{1}{2}$ miles in length, and of great height, and on the right bank $1\frac{1}{2}$ miles. The iron is laid on the former out to the highlands, and the work is being rapidly pushed forward by a heavy force. The grading of the entire road from the Savannah to the Ashley—a distance of 29 miles—is about complete, and the cars are now running daily to Coosawattie. The track is laid some distance this side of the last mentioned point, and an immense force is now engaged in laying down the superstructure on the intervening gap between there and the river. So anxious are the Board to meet their pledges to the public, that with a liberality deserving all praise, they have offered a bonus of \$12,000 to the contractors, conditioned upon the completion of the entire line to the Savannah river, and its delivery in running order, by the 20th of April. This will no doubt be done; the connection with Savannah being formed by a steamer, which has already been contracted for, and is ready to be placed on the line. So far as we observed, every portion of the road is built in the

most substantial manner, and adapted to the heaviest freighting business, besides affording perfect security to travelers.

The bridge, which was the chief object of attraction, is being constructed under the supervision of Capt. W. S. SMITH, as Civil Engineer to the *Trenton Locomotive and Machine Manufacturing Co.*, the contractors for the iron piers; and of M. P. MULLER, Esq., C. E., on behalf of the Railroad Company. The following description of it is given by the *Republican*:

The bridge across the Savannah is to be a grand structure, unequaled, perhaps, by any similar work in the Southern States. The span is between 900 and 1,000 feet, and instead of the usual wooden or stone piers, it will rest on hollow iron cylinders, which penetrate the bed of the river and rest upon a solid clay foundation. These cylinders are in sections two inches thick, six feet in diameter, nine feet in length, and weighing each, 12,500 lbs. They are united to each other by means of flanges on the inner side, secured by bolts, a circle of India Rubber being placed between so as to render them air-tight. These sections are placed one on top of another until the desired length is obtained, and arranged in pairs across the river, about one hundred feet apart. It were impossible to get a firmer or more permanent basis for the superstructure.

The manner of sinking these cylinders into the earth affords a beautiful illustration of the triumph of scientific principles when applied to the practical, utilitarian affairs of life. Instead of being driven, as ordinary piles, they are sunk to the required depth, through the solid bed of the river, in instances to the depth of thirty-five feet, by the simple application of atmospheric pressure. Two or more of the sections, as may be necessary, according to the depth of water, are bolted together and set upright in the river, both ends being open and the lower one resting upon the bed. Over the upper, which reaches above the surface of the water, is then placed a cap, of the same diameter and fitting air-tight upon it, the top of course being closed. The whole process of sinking is then accomplished by exhausting the air in the submerged cylinder, which being done, the pressure of the atmosphere upon the top of the cap sinks the whole mass to the required depth, the cylinder making its way downwards through all obstacles, and without any other application of force whatsoever. The exhaustion is effected by means of India Rubber connected, one end with the cap and the other with two large cast iron receivers, 30 feet in length by 6 in diameter, on board a flat which is moored at the spot and contains all the machinery, including a steam engine, derrick for keeping the cylinders in position, &c., &c. The engine puts in motion an air-pump which first exhausts the two receivers. The valves of these being then opened, the air in the cylinder to be sunk rushes through the India Rubber tubes to fill up the vacuum, and the iron pier gradually sinks into the earth from the pressure of atmosphere above, as before stated. Nothing can exceed the simply beauty of this operation, which to the unscientific mind, has the appearance of magic or legerdemain.

The water and sand are removed from the cylinders by means of pumps, &c.; and when all are sunk, they will be thoroughly cleaned out and filled with concrete—thus forming a solid column from bottom to top.

It is estimated that it will require a twelve-month to complete the bridge and have it ready for the passage of the cars.

J. MURRAY, JR., ARCHITECT & BUILDER,

No. 3 CEDAR STREET,
(Near Pearl). NEW YORK.
STORES AND OFFICES FITTED UP.

OFFICE OF THE PHILADELPHIA AND READING RAILROAD COMPANY, March, 1868.

The holders of the Bonds of this Company, due July 1, 1868, can now receive, upon application at this office, 10 per cent in cash, upon the terms specified in the Circular attached. The holders are also entitled to the benefit of a Sinking Fund of \$140,000 per annum, as established by the Stockholders at their annual meeting held January 9, 1868, and in pursuance of the contract entered into by the Company and duly recorded, to carry the same into effect.

E. BRADFORD, Treasurer.

NOTICE TO THE HOLDERS OF PHILADELPHIA AND READING RAILROAD COMPANY MORTGAGE BONDS, DUE JULY 1, 1868.—These Bonds are secured by the First Mortgage on the Road, amounting in the aggregate to \$3,306,400. The net revenue for the last fiscal year was six times the amount of the annual interest on these Bonds.

The Managers propose to extend them for the period of twenty years, the holders retaining the bonds and the security of the mortgages in the precise condition in which they are now held. Fresh sheets of coupons for the interest, payable half-yearly, will be issued.

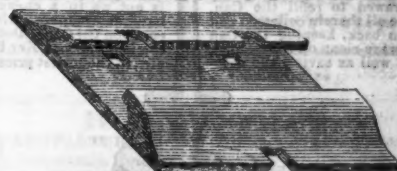
A bonus of 10 per cent will be given to the holders, in consideration of their assenting to the extension. This bonus will be paid in cash to the bearers of the bonds, on their signing a receipt and presenting their respective bonds at the office of the Company, or to its agents, for endorsement. Terms of receipt and endorsement will be furnished on application.

By order of the Board of Managers.

Sm15

W. H. McILHENNY, Secretary.

PHENIX IRON COMPANY'S



SUPERIOR WROUGHT IRON RAILWAY CHAIRS,

With continuous lips, made to fit exactly the flanges of the rail
SAML. J. REEVES, V. Pres't,
410 Walnut st., Philadelphia.

To Railroad Contractors.

SEALED PROPOSALS for the Graduation, Bridging, Ballasting and Track-laying of sixteen miles of the Junction and Breakwater Railroad from Milford to Georgetown, will be received by the undersigned until Tuesday, the 1st day of May next, upon which day the proposals will be opened and the lettings declared. All necessary information can be obtained at the Engineer's Office in this place.

MILFORD, Delaware, April 2nd, 1868.

JOHN W. HOUSTON,

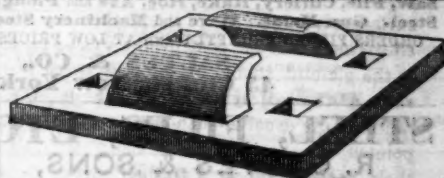
President of the Company,
T. F. TILGHMAN, Chief Eng.

RAILROAD IRON.

THE undersigned, Agents for the Manufacturers, are prepared to contract to deliver, free on board at shipping ports in England, or at ports of discharge in the United States, RAILS OF SUPERIOR QUALITY, and of weight or pattern as may be required.

VOSE, LIVINGSTON & CO.,
9 South William st.

New York, Aug. 1, 1858.



JACOB ROWE,

GENERAL COMMISSION MERCHANT,
Nos. 6 & 8 Broadway, and 8 Beaver St.

ORDERS received for all sizes: MERCHANT, B. & R. and RAILROAD IRON, AMERICAN and SCOTCH PIG IRON, SUPERIOR WROUGHT IRON RAILROAD CHAIRS, SPIKES, CAR WHEELS, NAILS, ETC., ETC.

OFFICE, 8 BROADWAY,
Corner Beaver st., opposite the Bowling Green, NEW YORK.

REFERS TO

Messrs. Cooper & Hewitt, Messrs. Stillman, Allen & Co.
Messrs. Wm. Gouthout & Bro., Peter Cooper, Esq.
Messrs. Marshall Lefferts & Bro. James I. Jackson, Esq.

DR. A. MERRIMAN, DENTIST,

1 WAVERLEY PLACE,
OPPOSITE NEW YORK HOTEL,
NEW YORK

**NEW YORK
SMELTING COMPANY,**WORKS AT STATEN ISLAND, N. Y.
OFFICE, 51 EXCHANGE PLACE, N. Y.**Gold, Silver and Lead Ores.**THIS COMPANY ARE PREPARED TO PURCHASE OR
TO RECEIVE ON CONSIGNMENT the above Ores on as
favorable terms as can be obtained in this country or in Europe.**W. H. McVICKAR, President.****S. RUST'S
PATENT (applied for) OIL CANS.**

This improvement consists in a chamber, or inner wall, on the top of the body of the Can, to catch and save the drippings that come from the tube after using.

The chamber is made large enough to save all drippings that will be accumulated while using a can full of oil, and when the tube is unscrewed to refill the Can, the oil therein collected will run back, keeping the Can always clean on the outside, as well as saving the drip-

plings which are always wasted, when using the common cans, by running down the outside & keeping them constantly covered with oil, which difficulty this Can entirely obviates.

Price from \$1.25 to \$3.50 per doz., according to size. Attention is invited to the Sewing Machine Can, which is got up in a cheap and handsome manner. Also the common Oil Cans, Door Escutcheons, Drops, Key Bases, etc., at the lowest prices.

Manufactured by **S. RUST, Jr.,**
169 West 88th Street, New York.

The only Can that will always keep clean while in use.

**CAST STEEL,
Of First Quality and Warranted.****BAR, TOOL, DRILL, AND DIE STEEL.****LOCOMOTIVE, CAR AND CARRIAGE CAST STEEL.****CAR SPRING STEEL.**

Far superior to the ordinary kind.

FROG PLATES, POINTS.

Saw, File, Cutlery, Rake, Hoe, Axe and Plough

Steel. Gun Metal. Wire and Machinery Steel.

ORDERS FILLED PROMPTLY AND AT LOW PRICES.

SALTUS & CO.,

45 Cliff St., New York.

STEEL, FILES, ETC.**R. GROVES & SONS,****SHEFFIELD, ENGLAND,**

MANUFACTURERS of warranted Cast Steel, superior

quality, for Tools, Machinery, and Engineering purposes.

Single and Double Shear, Blister, German Spring and Sheet

Steel of every description—also, Cast Steel Files, of high

reputation, especially adapted for the use of Machinists, and

Saws and Edge Tools of all kinds.

A stock of the above goods constantly on hand.

CORPORATE MARK

USE**CHAS. CONGREVE & SON, Agents,**
13 Cliff street, N. Y.**RAILROAD IRON.**THE undersigned, agents for the manufacturers, are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or on ship at ports in the United States.**M. K. JESUP & COM'Y,**
44 Exchange Place.

New York, 1st June, 1888.

FAY, WOOD & CO.,

214 Pearl st., NEW YORK,

MANUFACTURERS OF

WHITE LEAD, ZINC,**COPAL VARNISHES AND****JAPANS.**

Also, PUTTY, PAINTS and COLORS.

Manhattan Oil Company,

Office, No. 16 Broadway, NEW YORK.

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MANUFACTURERS OF

MASON'S SPERM OIL,

AND DEALERS IN

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For Railroads, Steamers, Machinery and Burning.

**THE IMPERIAL
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MANUFACTURED BY

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Nos. 108, 110, 112, 114, 116 & 118 Cliff St.,

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**For Railroads,
Machine Shops,
Steamships,
Mills, etc.**

THIS OIL having been before the public for a long time, and having been extensively used in different parts of the country, and on each occasion meeting with unqualified approval, renders the manufacturers confident when making the following claims:—

1st. Its first cost is much less than that of any Oil in use, of known merit or acknowledged worth.

2nd. It will not in any way gum or clog up any journal or bearing, all the gum in the Oil being entirely decomposed.

3rd. It will keep all journals and bearings cool, clean and bright as new, thus not only saving wear and tear, but saving also no inconsiderable amount of motive power.

4th. It is fully as durable as any Oil in the market, and consumers are invited to make their experiments on such journals as are inclined to heat up.

5th. It is sweet and clean, and entirely free from all odor or unpleasant smell.

6th. It will remain limpid at as low a temperature as sperm.

CERTIFICATES from a large number of Railroad and Steamboat officers, also, prominent Manufacturers and Machine Builders, can be seen by application as above.

OIL! OIL!**PEASE'S****IMPROVED ENGINE and SIGNAL OIL,**

FOR

RAILROADS, STEAMERS, PROPELLERS,

AND FOR EVERY CLASS OF

MACHINERY AND BURNING.

PRACTICAL TESTS, by Engineers and Machinists, of Thousands of Gallons, prove this Oil to be superior for Burning, and TWENTY-FIVE per cent. more durable than Sperm Oil, for Lubricating, and the only Oil that is in all cases reliable, that will keep bearings cool, and

WILL NOT GUM.

In no case has it failed to meet the approval of the consumer. The SCIENTIFIC AMERICAN and MANUFACTURER'S JOURNAL, after testing this Oil, pronounce it superior to any other for Lubricating.—For sale ONLY by the Inventor

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Reliable orders filled for any part of the United States or Europe.

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INGOT COPPER, PIG LEAD, BLOCK TIN, SPELTER, Sheet Zinc, Antimony, Tin Plates, Roofing Plates, Pig, Bar, Hoop, Sheet and Boiler Iron.

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Messrs. T. B. CODDINGTON & Co., New York.

" P. & J. P. HAWES & Co., Boston.

" FARRAR, FOLLETT & Co., "

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RAISED AND ENGRAVED Brass and German Silver

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Braziers & Sheet Copper,

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COPPER BOTTOMS,

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Large Plates and extra-sized Sheets, rolled to order at short notice,

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FOR LOCOMOTIVE ENGINES,

Brass Domes, Escape Pipes, Steam-Chest Covers,

Cylinder Heads, Jackets, Raised Bands for Boilers, etc. etc.

Also, Smoke Stacks and Russia Iron Jackets.

Also, COPPER FLUES OF SUPERIOR QUALITY, and

All other Copper Work for Locomotive and Stationary Engines.

Brass and German Silver Name and Number Signs

FOR LOCOMOTIVE ENGINES,

Furnished at unusual short notice.

THE FARNLEY IRON CO.,

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MANUFACTURERS OF
LOCOMOTIVE TIRES,
TIRE BARS,
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The undersigned are prepared to execute orders for

TIRES,

Manufactured at these celebrated Works,
OF ALL SIZES.

A STOCK CONSTANTLY ON HAND.

The quality of the FARNLEY IRON is precisely the same as that of LOW MOOR and BOWLING, being from the same bed of mineral.

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IRON BOILER FLUES.

LAP-WELDED BOILER FLUES,

1½ to 7 inches outside diameter, cut to definite length, 2 to 20 feet as required.

Wrought Iron Welded Tubes,

From ½ to 5 inches bore, with Screw and Socket Connections. T's, L's, Stops, Valves, Flanges, etc., etc.

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PASCAL IRON WORKS.

Established 1831.

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IRON AND COAL COMPANY,
SCRANTON, LUZERNE CO., PA.

BY the completion of the DELAWARE, LACKAWANNA AND WESTERN RAILROAD, this Company are enabled to obtain the MAGNETIC ORES from the most celebrated mines in New Jersey, which used in combination with their native ores, produce a quality of iron not surpassed.

These Works have been greatly enlarged the past year, and are, therefore, prepared to execute orders promptly for RAILROAD IRON of any pattern and weight, Car Axles, Spikes, and Merchant Iron. They have on hand pat-

terns for T Rails, of the following weights per lineal yard, viz—25, 30, 36, 40, 45, 50, 60, 62, and 75 lbs.

Samples of RAILS and MERCHANT IRON may be seen at the office of the Company, 46 Exchange Place, N. York.

Address J. H. SCRANTON, President,
Scranton, Pa.
or DAVID S. DODGE, Treasurer,
46 Exchange Place,
NEW YORK.

RAILROAD IRON.

ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. For sale by

S. W. HOPKINS, Broker,
72 Beaver st., New York.

RAILROAD IRON.

THE subscribers, Agents for the Manufacturers, are prepared to contract for the delivery of RAILROAD IRON at any port in the United States or Canada, or at a shipping port in Wales.

WAINWRIGHT & TAPPAN,
Boston, June, 1851. 29 Central Wharf.

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CONTRACTS for RAILS, at a fixed price or on commission, delivered at an English port, or at a port in the United States, will be made by the undersigned.

THEODORE DEHON,
10 Wall st., near Broadway, N. Y.
500 tons T Rails on hand, 54 to 57 lbs. per lineal yard.

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SUCCESSORS TO

MORRIS & JONES & CO.,

IRON MERCHANTS,
MARKET AND SIXTEENTH STREETS,
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IRON AND STEEL
IN ALL THEIR VARIETIES.

BOILER PLATE, CAR AXLES,
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CUT NAILS and SPIKES, PIG IRON, etc.

Having the selling agency of a number of the Rolling Mills, Furnaces and Forges in this State, orders for any description of IRON can be executed.

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HAVING leased the extensive Works of the CAMBRIA IRON COMPANY, situated at JOHNSTOWN, Cambria Co., Penna., and purchased all their real estate, are now prepared to execute, at short notice, orders for RAILS of any required pattern or weight, on the most liberal terms.

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THE undersigned, Agents for leading Manufacturers in STAFFORDSHIRE and WALES, are prepared to contract for delivery on board ship at LIVERPOOL, or WELSH port.

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13 Cliff st., N. Y.

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AND COMMON BARS.

THE undersigned, sole Agents to Messrs. GUEST & CO., the proprietors of the Dowlais Iron Works, near Cardiff, South Wales, are duly authorized to contract for the sale of their G. L. Railroad Iron, and Common Bars, on most advantageous terms.

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THE subscriber is prepared to enter into CONTRACTS FOR RAILS delivered at an English port or at a port in the United States.

JAMES TINKER,
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NEW YORK.

Erie Rails, 57 to 59 lbs. per yard, on hand in NEW YORK and NEW ORLEANS.

RAILROAD IRON.

THE UNDERSIGNED are prepared to contract for the sale of

RAILROAD IRON

on advantageous terms, delivered at ports of England, Wales, or the United States.

MEAD & BELL,
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PORTER FITCH,
BLANK BOOK MANUFACTURER,
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FOR SALE AT LOW PRICES.

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INSTRUMENTS, MADE BY

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MATHEMATICAL Instrument Maker, at the old stand,
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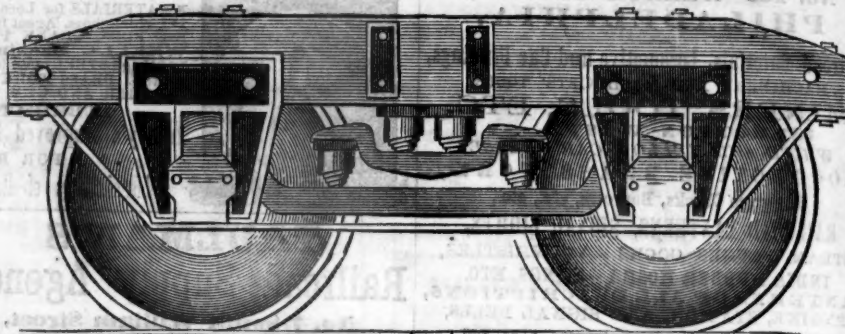
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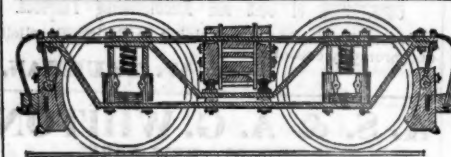
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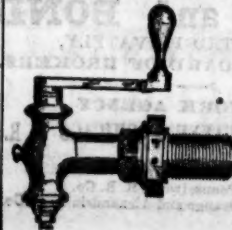
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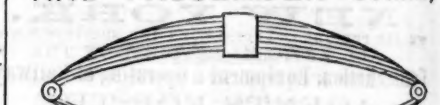
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